

Latitude 38

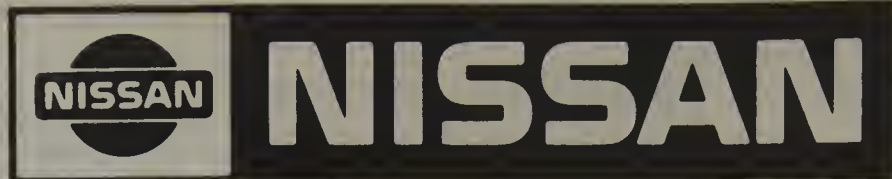
VOLUME 117, MARCH 1987

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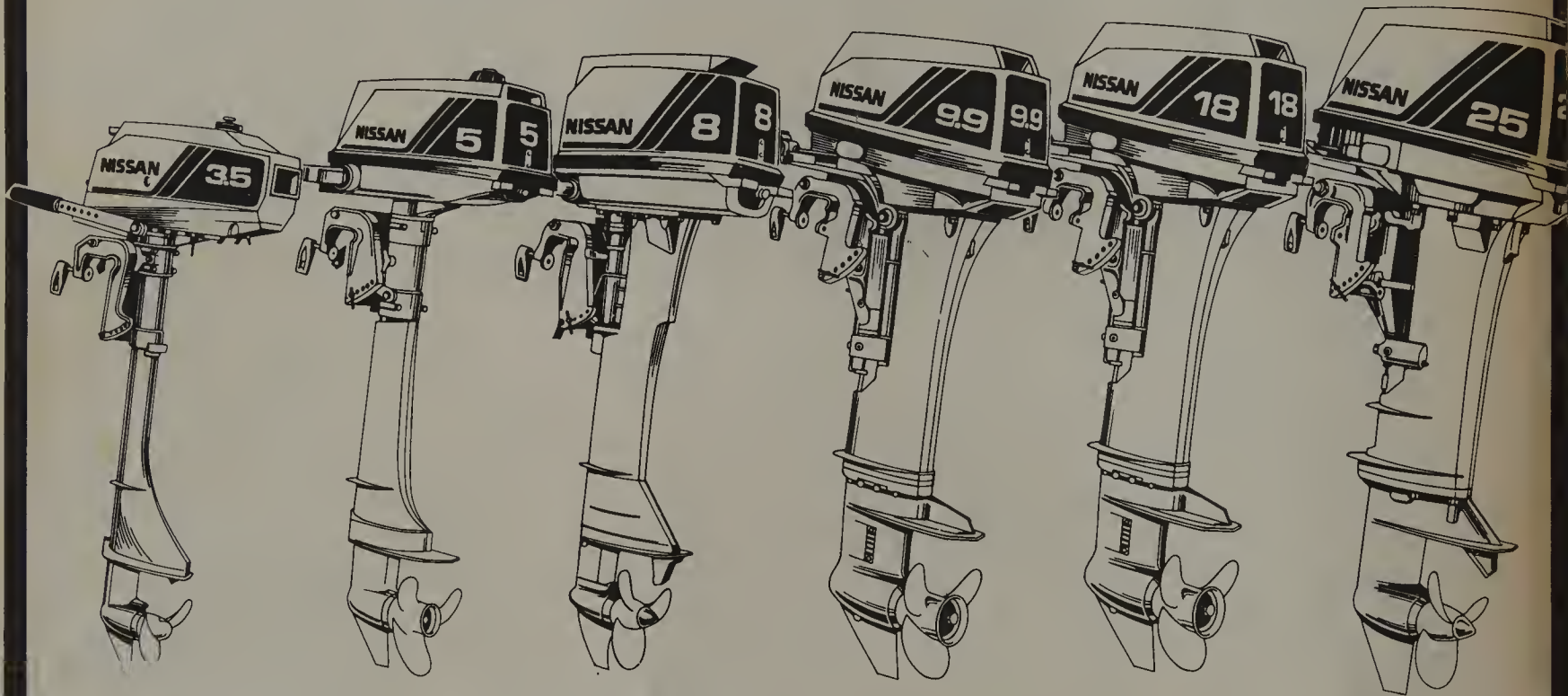
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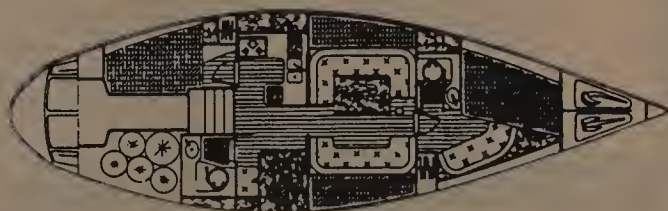
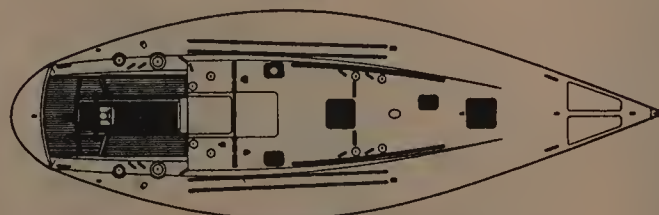
This well equipped yacht comes complete with refrigeration, 4 sails with sail covers, stove with oven, compass, elkhide covered wheel, anchor and safety pack, shower plus hot and cold pressure water.

The exceptional interior includes 2 private double state-rooms, 2 heads and a large galley with double stainless steel sinks.

With its fiberglass grid hull liner construction, extensive testing and the highest control standards, you can always count on the first 42 to get you there fast ... safely and comfortably.

Specifications:

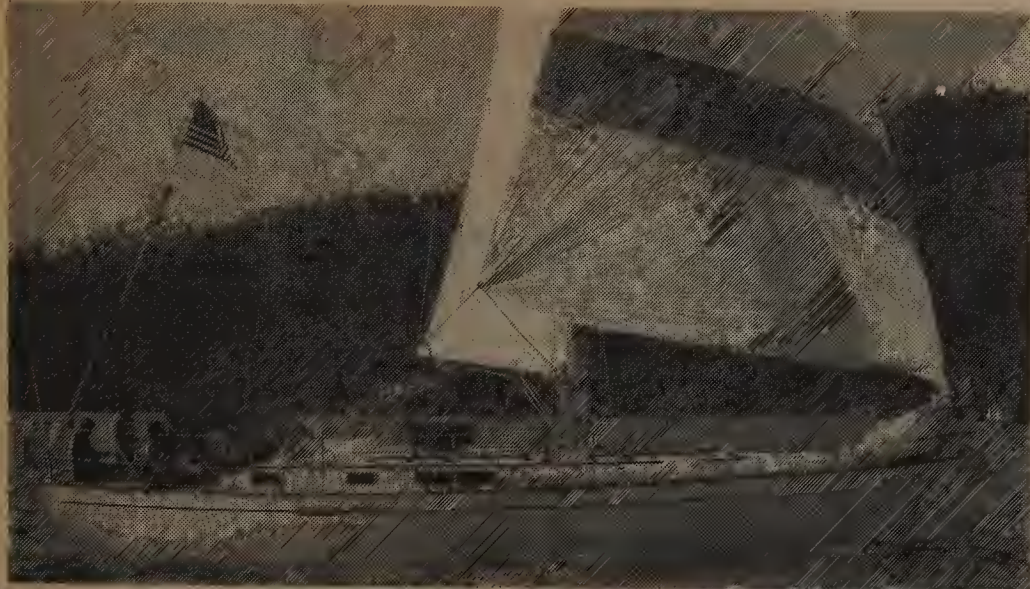
L.O.A.	43'8"
L.W.L.	36'3"
Beam	13'2"
Draft	7'3"
Displacement	18,600 lbs.
Ballast	8,700 lbs.



1220 Brickyard Cove
Pt. Richmond, CA 94801
(415) 236-2633
(800) 233-4048



P A S S P O R T 4 0



Specifications:

L.O.A.	39'5"
L.W.L.	33'5"
Beam	12'8"
Displacement	22,771 lbs.
Ballast	8,500 lbs.
Draft	5'9"
Sail Area	771 sq. ft.



An abundance of solid teak distinguishes the below-decks spaces in all Passport 40s, finished with five coats of spar varnish and five more coats of hand-rubbed wax. Overheads are contrasting white laminate, and soles are teak with splines for good traction.



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President, Passport Yachts

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All Passport yachts represent the highest quality performance cruisers available in the world today. Known for their quality construction and attention to detail, Passport Yachts consistently maintain a high value in worldwide yachting communities.

Sizes range from 37' to 51'.


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Local Cruisers - Some Race Equipped

*23' Sprinta Sport, Trailer	11,000
*23' Ranger 23, LPU Paint	8,900
*24' Moore 24, Trailer	16,500
*24' J-24,	10,900
*25' Cape Dory, Cruise Equip	10,500
25' Cape Dory 25D, '83 Diesel	27,250
*25' Yamaha, Sharp, Diesel	16,750
*26' International Folkboat	11,500
*26' C&C, Inboard	20,500
*26' Pearson 26,	16,200
*27' Ericson 27, Two From	18,900
*27' NorSea 27, Sturdy Cruiser	34,900
*27' Cal T/2, Two From	11,200
*27' Vega 27, Swedish Cruiser	17,000
*27' Cal 2-27, Two From	22,500
*28' Mair, U.L.D.B. by C.&B.	19,500
*28' San Juan, Diesel, Sharp	26,000
*28' Pearson 28, Exc. Cond.	31,500
*28' Islander 28, Three From	28,000
28' Ericson 28+, 1980, Diesel	38,950
*28' Newport, Diesel	29,800
*29' Bénéteau, 1985	42,000
*29' Ericson, Diesel, Wheel (2)	21,950
*29' Ericson,	21,950
*29' Cal 2-29,	26,000

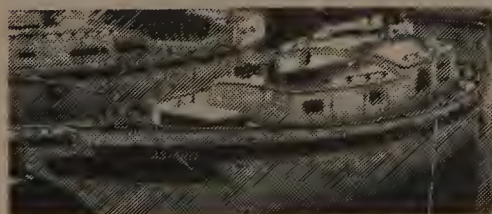
*30' S-2, 9.2A, Dodger, Wheel	31,000
*30' Pearson 30, 1973	24,000
30' Newport 30,	31,000
*30' Clipper	12,900
*30' Islander 30	26,500
*31' Allmand, 1982, Spacious	49,900
*32' Pearson 323,	39,500
*32' Newport, '83, Beautiful	48,000
*33' Morgan Out-Island	34,950
*33' Tartan, Sharp, Well Equip	34,950
*33' Hunter, 1980, Diesel	41,950
*33' Wylie, Cold Mold	45,000
*34' Wylie 34, Race Equipped	48,000
*34' Cal 34,	29,000
*34' O'Day, Dodger, Wheel	57,000
35' Santana, Rod Rigg, Norths	54,950
*35' Coronado 35, Aft Cabin	42,000
*36' Islander 36, Diesel, Sharp	54,900
*38' Catalina 38	79,900

Blue Water Cruisers - Liveaboards

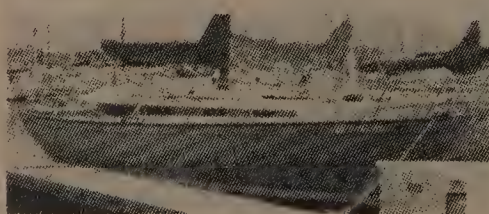
*28' Southern Cross, Cutter	31,900
*30' Cape Dory, 1982	49,900
*32' Mariner Ketch,	34,900
32' Traveller	43,950
*36' Allied, Ketch	64,900
36' Pearson Cutter,	96,000

37' Crealock,	108,000
37' Flying Dutchman	65,000
37' Gulfstar, loaded	70,000
*37' Islander, Great Cruiser	36,000
*38' Ericson, 1982	92,000
38' Bénéteau, Twin Aft Cabins	95,000
38' Farallone Clipper, Restored	45,000
38' Cabo Rico	60,000
39' Lancer Motor Sailer	105,000
41' Cheoy Lee	99,500
40' Passport, Excellent Buy	119,500
*40' Lidgard, Performance	89,500
*41' Newport S, C&C Design	75,000
*41' Whitby Caribe	54,500
41' Perry, Superbly Maint.	125,000
42' Garden Stys'l Ketch	105,000
42' Pearson 424, Ketch	128,000
*43' Bénéteau 435, Tri-Cabin	139,000
44' Peterson Cutter	133,000
46' Island Trader Mtr Sailer	165,000
46' Cal 2-46, Loaded	132,000
47' Passport, Center Cockpit	225,000
50' Steel Cutter, Ctr. Ckpt.	240,000
52' Columbia, Generator	125,000
54' Sparkman & Stephens	300,000
53' Cheoy Lee Ketch, Repo	205,000

* Come to Brickyard Cove to see these boats



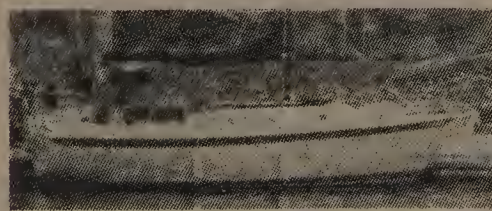
1972 Mariner 32 Ketch. A very attractive traditional style cruiser. Powerful Perkins 4-107 Diesel. \$34,900.



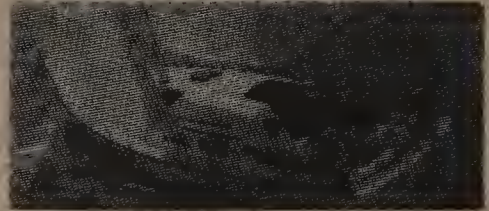
1978 Pearson 323. Wheel steering. Hot & cold water with shower. Quality by Pearson. Sistership. \$39,500.



Islander 36. Furling jib. H&C water. Immaculate. \$54,900. Sistership.



Ericson 27. Wheel. New diesel. Excellent sails. Very clean. Try \$19,900



1979 Gulfstar 37. Auto-pilot, electric windlass, dodger. Bristol. Must see! \$70,000.



S-2 9.2A 30'. Diesel, wheel, dodger, teak interior. Very attractive. Try \$31,000.

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Spring Comes to Yellow Bluff
Graphic Design: K. Bengtsson
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PASSAGES

*News from the World of
Passport, Bënêteau and Passage Yachts*

**Come to Passage Yachts
Saturday March 14
for our Annual
Sailing Expo and Boat Sale**



We've gathered experts from various professions within the yachting industry to conduct information seminars and offer some valuable discounts on services and products. Admission is free and there's going to be lots of fun things to see and do, here are just a few:

- Free sailboat rides on great boats like the Bënêteau 235, 305, 405, 42 Passport 37, 40, and 42
- Barbecue and refreshments will be served
- Free drawing for gear bags, electronics, T-shirts, sailing attire and more
- Full line of Bënêteau and Passport Yachts on display
- Full range of navigation and sailing electronics on display

R.S.V.P.

This event will fill up quickly.
Please call ahead for reservations
(415) 236-2633
outside 415 area (800) 233-4048.

 **Passage Yachts**

1220 Brickyard Cove Pt. Richmond, CA 94801

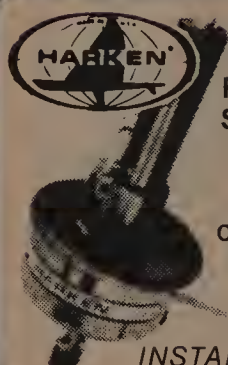
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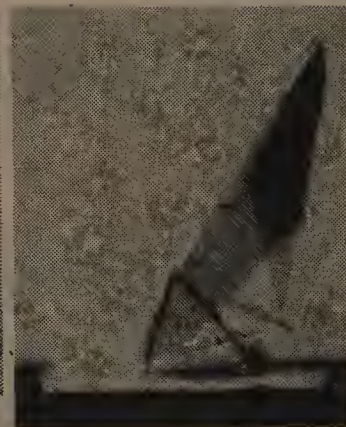
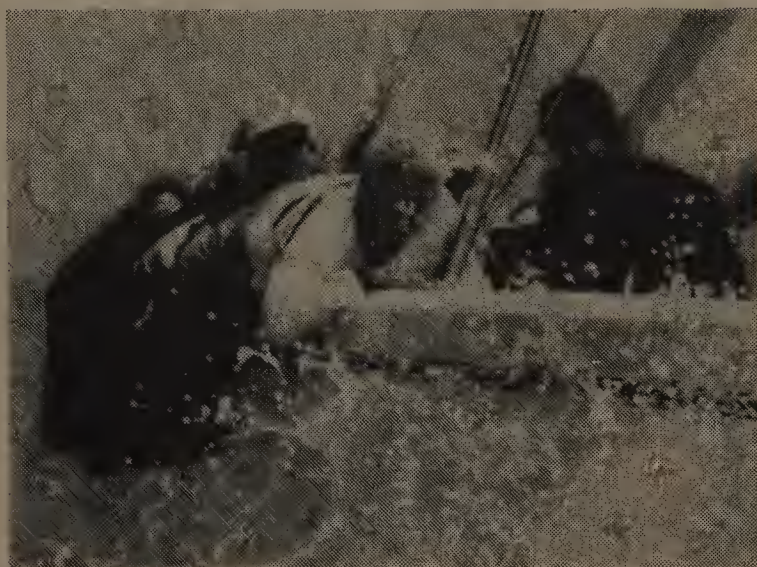
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a reference guide for water related services and products
published biannually in May and November

World Sports Marine Directories are free to the public and distributed in areas primarily centered around the marine industry in such places as Harbor Master offices, marinas, yacht clubs, chandleries, sports shops, coastal restaurants and hotels, local stores, trade shows, boat and sports shows and all advertisers in the Directory. Major sport events are also covered.

Currently World Sports Marine Directory covers the California coast from Port San Luis north through Monterey Bay, San Francisco Bay and up the coast to Oregon. Our Oregon coverage includes Brookings, Coos Bay to Astoria, Portland, and the Hood River area. New areas being added to our Spring issue will be Seattle and the Sacramento Delta.

Our marketing aim is to target serious sailors, fishermen and the active outdoors person, both in business and in pleasure. Whether it is through the marine industry or a sports related business, we have found that many of these activities overlap each other. A sailor, for example, might also be an avid sport fisherman or sailboarder. This Directory will assist in exposing your business and products to a larger percentage of potential clients.

Also of travel importance, current aerial photos and maps have been added to assist in locating businesses. Harbor entrance conditions and RDF Radial Beacons are posted directly from the U.S. Coast Pilot for vessels new to each area.

The ONLY free Marine Directory on the West Coast!

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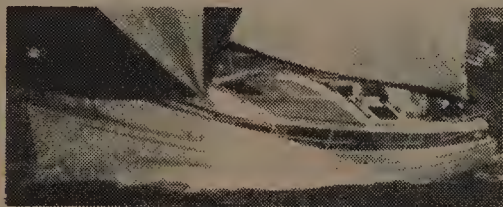
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RUSTLER 32. A rare sister to the yacht owned by the famous John Lappala. Deep full keel, roomy, classy interior, radar, solar, diesel. \$37,500.



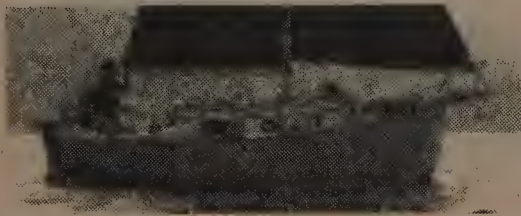
CAPE DORY 27. 1978 Alberg edition, beautifully rigged with extras by engineer/owner. Stainless steel winches, (5) sails, furler, diesel. Call for price.



FREEDOM 32. Gorgeous custom version of the popular 32. With EZ gun mount spinnaker & every factory option, plus opulent one-off interior. Owner transferred inland. \$98,500 \$89,500 \$79,900.



COLUMBIA KETTENBURG 32. Quick and solid Columbia hull design with beautiful teak Kettenburg interior. Diesel, pressure water, performance instruments and motivated seller. \$34,900.



FLICKA. Late 1984 issue with enclosed head, inboard diesel, Loran, VHF and depth, shorepower, new LPU paint job. Clean little ship. \$32,900.



CHEOY LEE 31. Teak decks, ketch rig, diesel inboard, full keel. A very traditional perennial with sisters 'round the world! \$19,500.



38' STEEL P.H. Terrific liveaboard layout, huge moonroof and "back porch", extremely powerful diesel; an unusual and serious steel yacht. \$89,500.



SANTANA 35. Join one of the most active, competent fleets on the Bay. Join partnership at 1/4 or buy the whole thing outright. Call us for details.



VALIANT 40. Experienced So.Pac. cruiser (26,000 miles) AP/vane, ham radio, SatNav, all the rest. Current liveaboard owner has been there and seen it all. Offers.



GULFSTAR 43. Big main cabin, walk-thru to aft cabin, complete equipment from Caribbean service. Refurbished Feb '87 and ready to go! \$89,500.



PEARSON 30. A quality production boat. 30-ft of design that makes sense and moves fast. This is an ideal boat for the first timer who knows it pays to own quality. For only \$26,900. sistership



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26'	Columbia	(2) 11,500
26'	Pearson	15,500
26'	Contessa	20,000
27'	H-27	Offers
27'	Pearson	14,500
27'	Ericson	18,950
27'	Newport	19,950
27'	Tartan	21,500
27'	Sun	22,500
27'	Catalina	24,500
27'	Nor'Sea	34,000
28'	Rhodes Ranger	18,500
28'	Taipan	19,500
28'	Newport	23,750
29'	Ericson	24,500
30'	Wilderness	Offers
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30'	Garden Cutter	25,000
30'	Hunter	24,000
30'	Ericson	(2) 27,500
30'	Islander Mk11	28,300
30'	Burns Farallone	29,500
30'	Cold Molded Mull	32,750
30'	Bristol 29.9	39,750
31'	Pearson	34,000
31'	Mariah	(2) 49,500
32'	Ericson	27,000
32'	Holman	37,500
32'	Traveller	39,500
32'	Challenger	39,500
32'	Westail	62,500
32'	Freedom, loaded	79,950
33'	Freedom	89,500
34'	Islander	29,900
34'	Hunter	49,500
34'	Hans Christian	(2) 69,000
35'	Fantasia	68,000
36'	Islander	36,900
36'	Custom Steel	49,500
36'	Pearson 365 ketch	59,500
37'	Islander	(2) 44,000
37'	Hollman Custom	65,000
37'	Crealock	(2) 88,000
37'	Baltic	115,000
38'	DownEast	69,500
38'	North East	74,000
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39'	Freya 39	98,500
39'	Freedom Express	125,000
39'	Freedom P.H.	149,000
40'	Nicholson	120,000
40'	Freedom	125,000
41'	Wood Cutter	48,500
41'	Coronado	59,500
41'	CT ketch	75,000
41'	Morgan	79,000
41'	Perry	94,000
42'	Garden ketch	105,000
44'	Peterson	109,000
44'	Freedom in Florida	130,000
45'	Explorer	132,500
45'	Dufour 12000	190,000
47'	Cheoy Lee Offshore	110,000
47'	Perry cutter	(2) 119,500
47'	Valiant	275,000
48'	Sparkman&Stephens	149,500
50'	Primrose	68,000
50'	Gulfstar	120,000
50'	Custom Steel	240,000
51'	Island Trader	125,000
52'	Garden-Moak ketch	119,000
52'	Kettenburg Columbia	125,000
52'	Forrest ketch	160,000

Cruising World Yachts

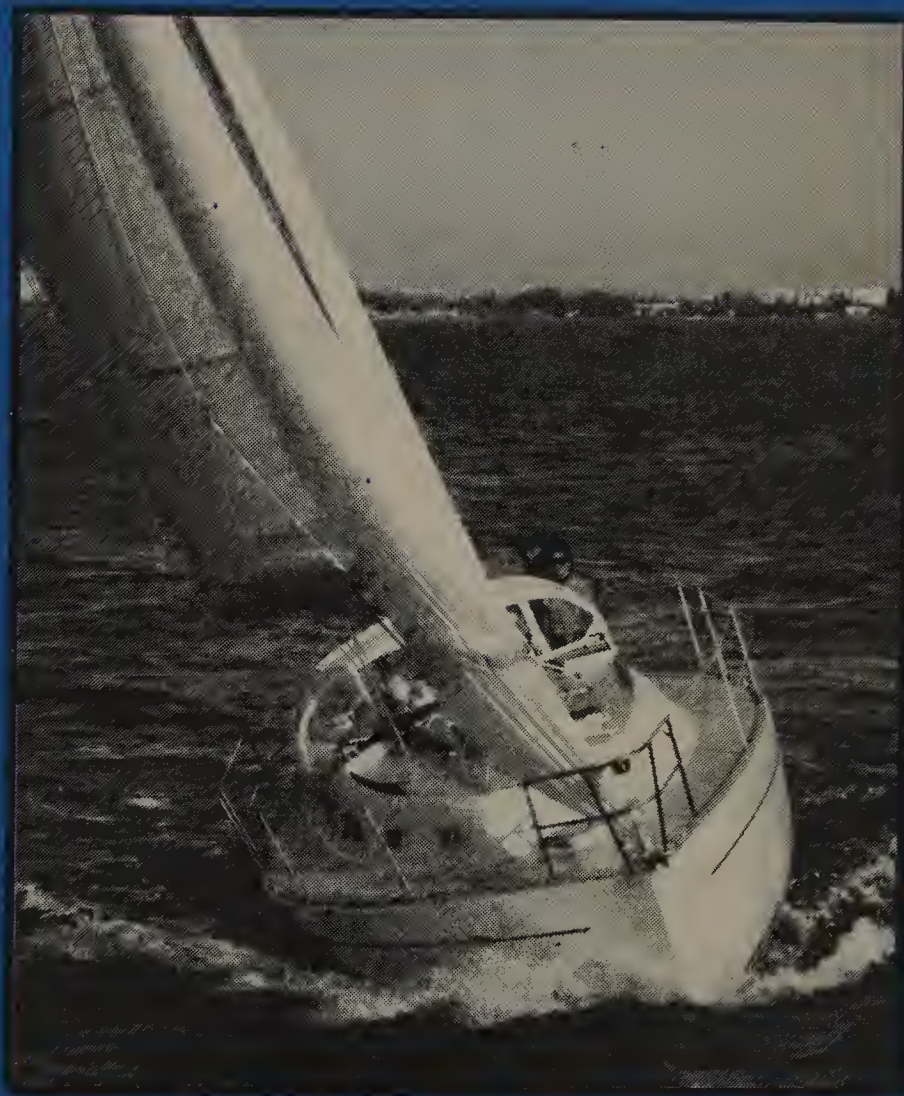
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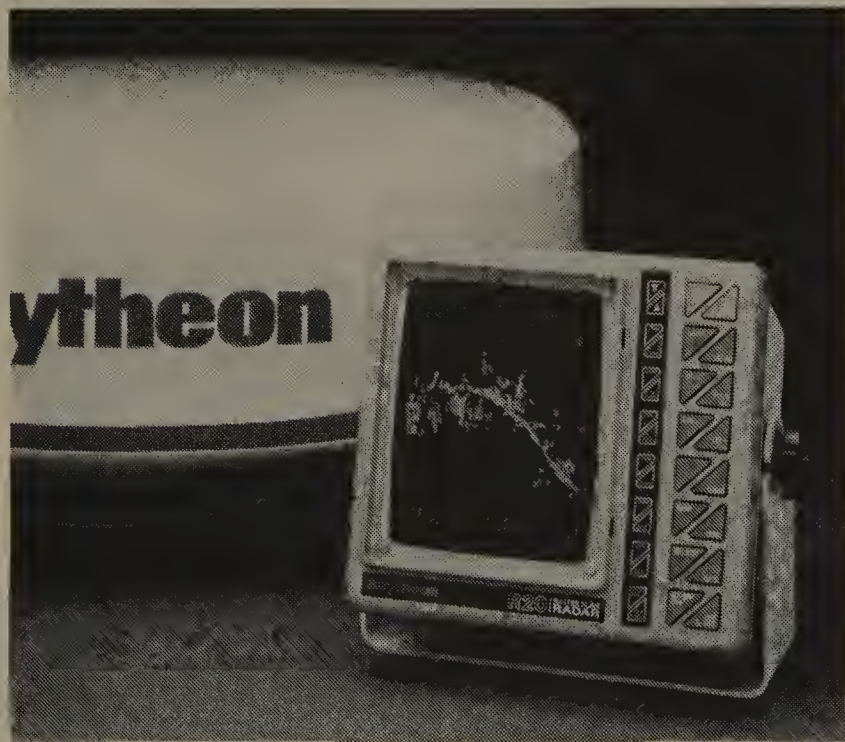


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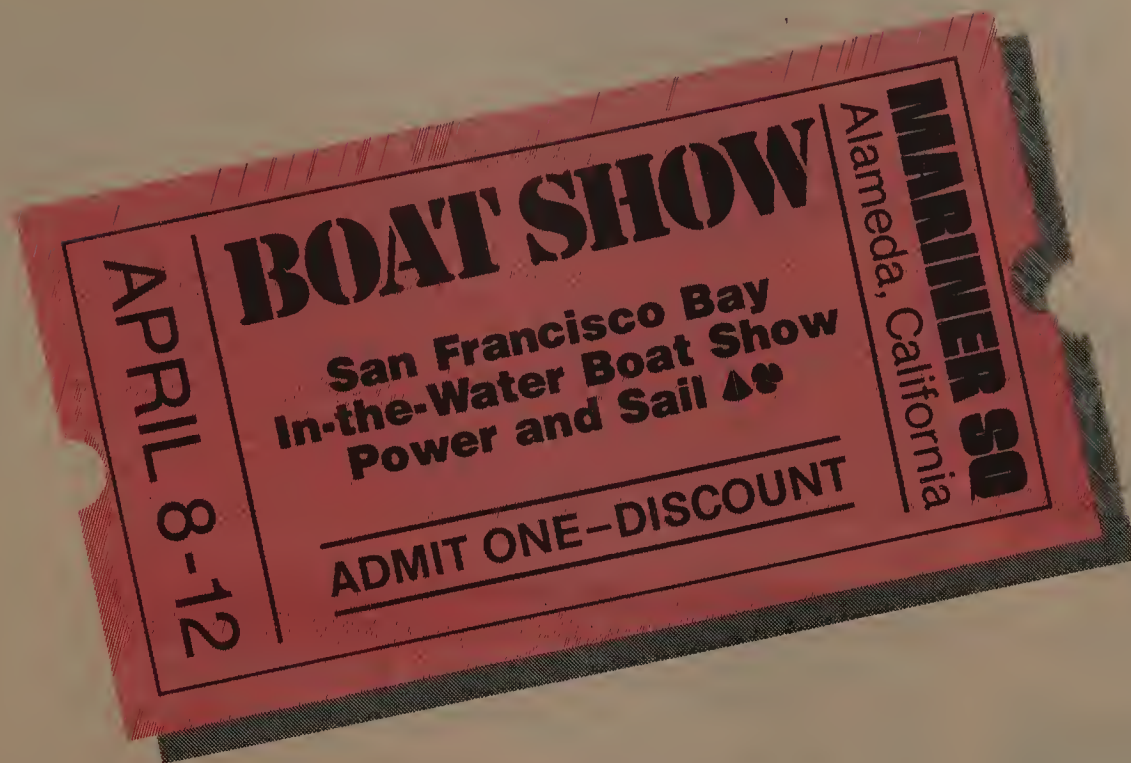
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Come see sail and power boats on display both in the water and on
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LOCATION: Mariner Square Alameda, California. Take the first
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HOURS: Wed.-Fri. 11:30-6:00 Sat. and Sun. 10:00-6:00.

ADMISSION: Adults \$5.00 Ages 6-16 \$2.00 Under 5 Free.

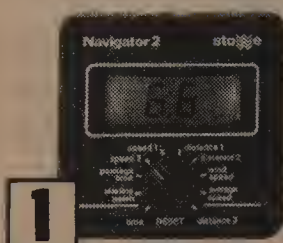
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The Official
Boat Show Beverage



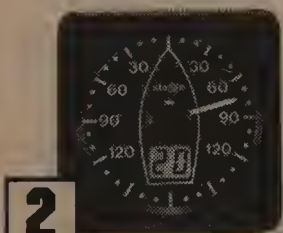
Coors is
the One

NAVIGATOR'S COURSE MADE EASY AS 1, 2, 3, 4, 5.



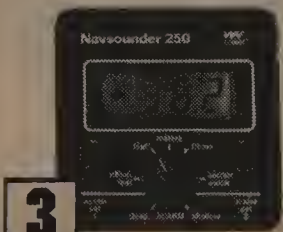
1

**Navigator
2 Speed
Data Center**



2

**AWI Wind
Monitor**



3

Navsounder 250



5



Consider all the advantages of rugged Stowe sailing instruments. You'll see why the competition is given a horizon job. Every Stowe operates individually with its own microprocessing computer. If ever one device malfunctions, all the others still work ... as opposed to other computerized instruments requiring a remote central computer! Now that's easy. That's real peace of mind!

Stowe makes life easier with larger digital displays and front panel controls. *Our* Navsounder shows depth trend with (+) or (-) displays, and includes an anchor watch alarm. Weather covers supplied free. Absolutely waterproof ... and we mean it! Analog repeaters available.

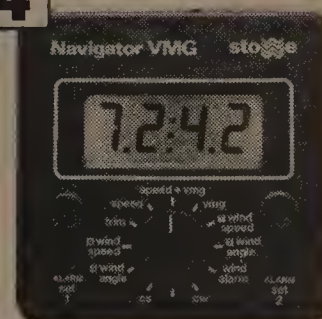
**Compare Stowe features and prices with others.
You'll like the difference.**

New From Stowe!

Velocity Made Good Machine: any sailor, racer or cruiser, will quickly see the advantage of the new VMG machine. Showing speed of approach to the next mark, sails and boat can be trimmed properly for maximum performance. You get there faster!

- Displays boat speed and VMG simultaneously
- Boat speed to 1/10 knot
- Shows apparent wind angle + apparent wind speed
- True wind speed to 1/10 knot + true wind angle
- Complete self-test functions; 2 dampings provided
- Easy to install. Mount repeaters in nav station above or below.

4



New Pod Mount!


Stowe instruments can now be mounted in our attractive pod. Fits all popular pedestals. Installation is a snap.

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CT 54 Asking \$245,000
 Liveaboard with every comfort, cruise in style. (4) private staterooms, full electronics, shows better than new.



PEARSON 40 Try \$75,000
 High performance cruiser with all of the liveaboard comforts. Seller needs offers!



ERICSON 35 Asking \$35,000
 Partnership dissolving. Well-equipped yacht is seriously for sale.

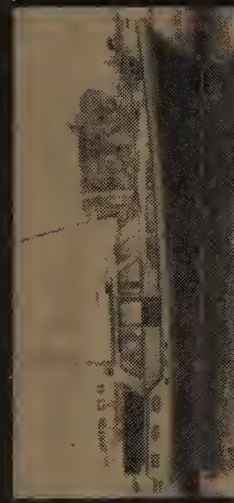


36' S-2 Try \$55,000
 1980. One owner, aft cockpit, large comfortable interior.

sistership



HUDSON 51 \$95,000
 Garden design, liveaboard or offshore cruiser. Extremely motivated.



MOTIVA 40 Asking \$110,000
 Swedish quality, steel, cruised from Scandinavia. Seriously for sale.



CHALLENGER 40 Try \$70,000
 Beautiful liveaboard, very comfortable. Excellent condition.



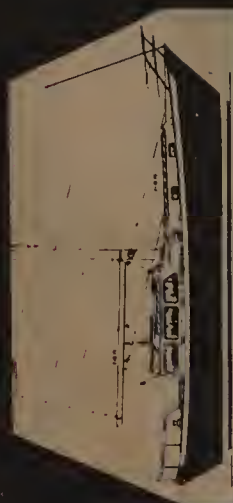
37' O'DAY Asking \$65,000
 Diesel, center cockpit, large aft cabin, excellent condition.



SERENDIPITY 43 Asking \$100,000
 "Carrissa" is a high performance racer/cruiser. At our docks.



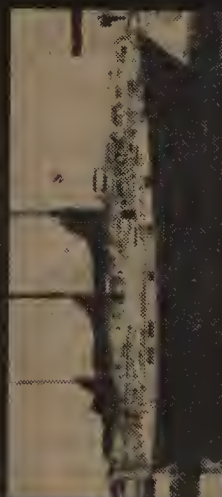
O'DAY 39 Try \$77,000
 1983. Three cabin layout, like new condition, motivated seller.



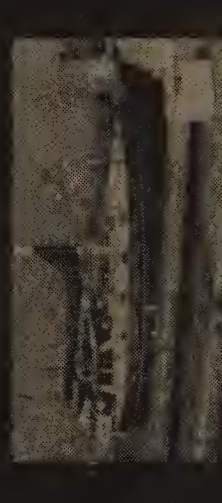
FREEPORT 36 Asking \$85,000
 By Islander, 1982. Beautiful and better than new! Owners pride shows.



YAMAHA 33 Try \$38,000
 Excellent condition, finely tuned, lots of gear.



424 PEARSON Asking \$115,000
 1981. One owner boat, bristol condition. Fully equipped.



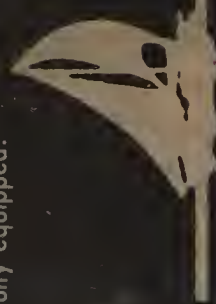
TAYANA 37 Pilehouse Try \$75,000
 Traditional spacious cruiser, equipped for comfort. Owner transferred out of country.



34' SEAFARER Asking \$25,000
 Great liveaboard, super price!



ALOHA 32 Try \$65,000
 Owner moving up! Yacht has roller furling, dodger, propane heater, diesel, pure comfort.



Sunset Yachts

3310 Powell Street Emeryville (415) 654-9185



ISLANDER 44 Asking \$61,000
Large comfortable and fast cruiser loaded with gear.



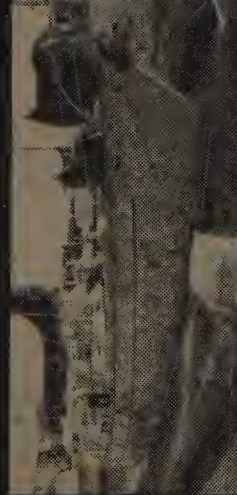
FAST 34 Try \$217,000
Ron Holland designed performance racer/cruiser. Great liveaboard.



CATALINA 30 From \$23,000
Three to choose from.



CATALINA 27. We have four — inboard, outboard — From \$13,000.



CHEOY LEE 47 Asking \$105,000
Comfortable liveaboard in traditional style. Excellent.



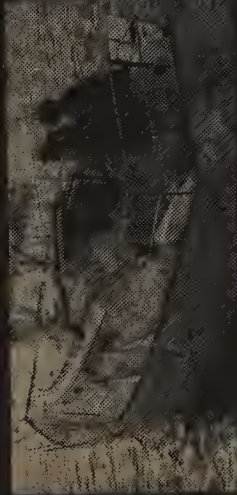
COLUMBIA 32 Asking \$32,000
Racer/cruiser, equipped.



POINTEN 29
\$30,000.



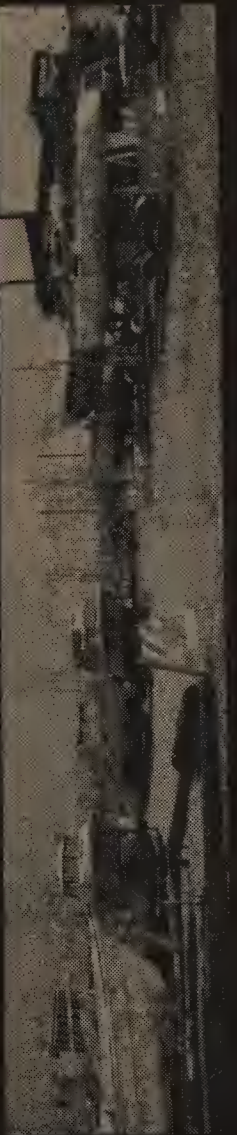
ERICSON 27 From \$19,500
(3) inboard 27's, all priced to sell now! All well-equipped. Come by & see them.



CAL 39 \$55,000
'Bluestreak'.



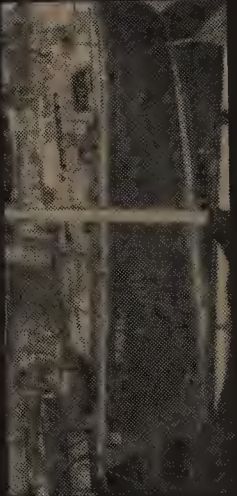
SANTANA 27 Try \$16,000
Liveaboard comfortably, refrigeration.



25 TRAILERABLE YACHTS AT OUR OFFICE



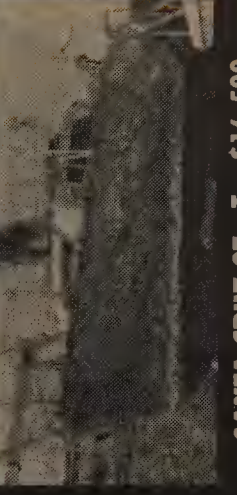
ENDEAVOUR 37 Try \$65,000
Two available.



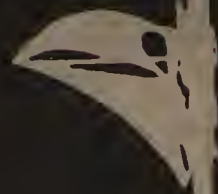
PEARSON 32 Try \$34,000
Pearson quality racer/cruiser in excellent condition. Motivated seller.



ALBIN 28 Try \$24,000
1981, diesel, like new.



SANTA CRUZ 27 Try \$16,500
Fresh water boat, new paint, absolutely gorgeous!



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Eagle Yachts & Farallone Yacht Sales Inc.

Catalina YACHTS

The Catalina 22, 25, 27, 30, 34, 36, and 38.

Morgan Yachts, Nauti Cat motor sailers, the Niagara 35 and 41, and Nacra



MORGAN 41

Class — over one thousand of these popular cruiser/liveboards have been built. Morgan Marine has just re-introduced this boat. All new — new deck, interior, underbody.

New Design For 1987



CATALINA 34

Two double cabins, navigation station, large main cabin with large galley aft, high-low table, aft head with shower.

BROKERAGE BOATS

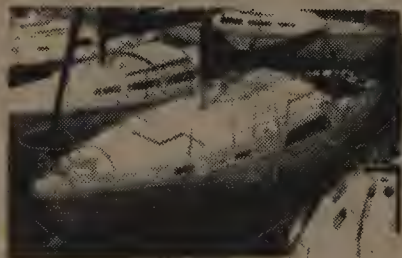
Farallone Yachts	Alameda Sail
1975 22' Catalina	5,750
1968 22' Santana	5,500
1972 24' Coast Rec.	9,600
1980 25' Capri	13,900
1977 25' Catalina	13,800
1982 25' Catalina	14,500
1984 25' Catalina	15,000
1980 25' Ericson	15,500
1978 25' Lancer	11,500
1976 26' Ranger	13,500
1975 27' Cal 2-27	22,500
71-27' Catalina	12 frm
83	9,900-25,500
1968 28' Columbia	16,800
1974 29' Seafarer	12,000
69 30' Islander	17,500
77-30' Catalina	2 frm
81	28,000-33,000
1978 30' Columbia	39,000
1976 35' Fuji	59,500
1982 36' F-3	Offers
1979 37' Esprit	79,500
1979 46' Morgan	150,000

Eagle Yachts	San Mateo Sail
1975 16' Hobie	1,200
1974 21' Clipper	3,900
68-22' Santana	3 frm
76	5,500-6,450
1973 22' Catalina	5,900
1978 22' Catalina	5,600
1985 22' Capri	10,400
1985 22' Capri	7,500
1978 22' Rhodes	9,200
1972 23' Ranger	11,500
1965 24' Wayfarer	6,500
1963 24' Cheoy Lee	10,000
1980 25' Cal	15,500
1967 25' Cal	7,500
1977 25' Catalina	16,900
1981 25' Catalina	15,000
1979 25' US Yachts	13,500
1970 26' Int'l Folkboat	12,500
1976 26' Ranger	14,000
1969 26' Ericson	11,000
1976 27' Buccaneer	22,500
71-27' Catalina	6 frm
79	13,000-18,500
1971 27' Ericson	18,500
1968 27' Santana	14,000
1981 27' Catalina	22,500
1977 27' Cal	26,900
1967 28' Cal	15,900
1975 29' Cal	27,500
1974 29' Seafarer	14,500
1982 30' Catalina	34,500
1982 30' Catalina	35,000
1974 30' Cal	32,000
1973 30' Islander	28,500
1972 30' Coronado	22,500
1969 30' Ericson	27,500
1972 30' Coronado	21,500
1976 31' Mariah	46,500
1971 34' Columbia	30,900
1980 34' North Coast	55,000
1979 35' Formosa	45,000
1979 36' Allied	79,995
1983 36' Catalina	64,500
1972 36' Islander	55,000
1983 38' Catalina	66,000
1983 38' Hood	135,000
1982 40' Swift	105,000
47' Cheoy Lee	150,000

Power

1984 36' Grand Banks	135,000
1970 46' Alaskan	155,000

NEW FOR 1987 — AT OUR DOCK "NOW"



1969 ISLANDER 30

Knotmeter, depthfinder, furling jib, 3 burner stove with oven. \$15,200.



1981 CATALINA 27

Knotmeter, depthfinder, wind-point & windspeed, furling jib, ib dsl. Exclnt condition. \$21,750.



MARIAH 31

Beautiful traditional American-made cruiser. Heavy duty, sail anywhere. Volvo dsl. \$46,500.



1979 FORMOSA 35



1983 CATALINA 38

Furling, knot & depth meters, VHF, 150 genoa, 110 genoa, custom cushions, clean. \$65,900.



1983 CATALINA 36

Knotmeter, depthfinder, VHF. Like new. \$62,500.

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46' GARDEN stays'l ketch. Romance of wood in a meticulously detailed fiberglass hull. Elegance above and below. \$145,000

SAIL		
30' NEWPORT	(3)	25,000
30' PEARSON	'83	59,500
30' PEARSON	'73	26,800
30' RAWSON	'79	24,500
30' ROBERTS	'72	13,500
30' TAHITI ketch	'76	49,500
31' CHEOY LEE	'72	34,000
31' PEARSON	'79	43,000
31' SOUTHERN CROSS	'76	48,000
32' BRISTOL	'76	50,000



44' ISLANDER. Perkins dsl, H&C pressure water, sailing dinghy, full keel, graceful lines, in excellent condition. Asking only \$79,950

32' CORONADO	'73	49,995
32' ELITE	'85	55,000
32' ISLANDER	'73	39,500
32' ATKINS ketch		32,000
32' TRAVELLER	'75	54,450
32' TRAVELLER	'78	49,500
32' WESTSAIL	'79	63,000
32.6 PEARSON	'65	32,500
33' ANGLEMAN DAVIS	'57	25,000
33' HUNTER	(5)	33,000
33' RANGER	'74	34,900
33' TARTAN	'78	30,000



36' CHEOY LEE LUDERS. New engine, new cushions, roller furling jib, spinnaker, AP, complete refit in '87 makes this one better than new. Only \$49,950

34' CAL		34,000
34' CAL	'69	29,900
34' FISHER	'84	115,000
34' MOODY	'84	63,000
34' SCHOONER	'62	22,000
34' TARTAN	'74	34,000
34' WELLS	'65	51,000
35' BABA	'79	86,500
35' PEARSON ALBERG	'69	45,000
35' TRIMARAN	'78	40,000
36' "J" PEARSON Tilso	'81	95,000



HANS CHRISTIAN 33. 1981, radar, roller furling, windlass, Loran — ready to go cruising. Reduced to \$87,500

36' CHEOY LEE	'76	75,000
36' CHEOY LEE Luders	'71	50,000
36' FREEPORT	'78	89,000
36' FREEPORT	'80	75,000

36' ISLANDER	(4)	50,000
36' PEARSON	'78	44,500
37' ALDEN		40,000
37' CREALOCK	'81	108,000



36' HUNTER. S/T winches, dsl, H&C pressure water, kerosene stove w/oven, well engineered for comfort & performance. Well maintained. A lot of boat for only \$58,000

37' ENDEAVOUR	'79	70,000
37' ISLANDER	'74	35,000
37' TAYANA	'79	87,000
38' ALAJUELA	'77	85,000
38' C&C LANDFALL	'81	89,000
38' EASTERLY	'78	79,000
38' HANS CHRISTIAN	'78	85,000
38' MORGAN	'81	82,000
39' CAL	'81	60,000



FREEPORT 36. Elegant — like new! New LPU, new canvas and varnish. Must see this boat! \$89,000

39' ERICSON	'72	65,000
39' LANDFALL	'79	85,000
40' FREEDOM	'81	158,000
40' HINCKLEY	'83	89,500
41' CHEOY LEE	'79	110,000
41' FORMOSA	'72	79,500
41' KETTENBURG	'08	54,000
41' PERRY	'79	125,000



OCEAN 40. 1983, roller furling jib and main, hardtop dodger, SatNav, ready to cruise. Asking \$130,000

43' ALDEN schooner		95,000
43' DEBORDE	'63	38,500
44' HARDEN	'79	130,000
44' PETERSON	'78	125,000
44' PETERSON	'81	130,000
45' GARDEN ketch	'77	145,000
46' ABEKING ketch	'35	22,000
46' GARDEN ketch	'75	115,000
49' CHINESE Junk	'83	95,000
50' GULFSTAR	'77	139,000
50' FORCE 50	'80	110,000
52' COLUMBIA	'72	125,000



36' GRAND BANKS. 1971, single dsl, recent survey says boat is in bristol condition; forced air heating makes this a perfect liveaboard. Asking \$74,750

53' CHEOY LEE	'83	205,000
59' KETCH	'81	250,000

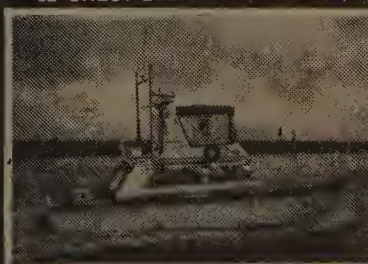
POWER

20' WELLCRAFT	'86	17,000
22' SEA DORY	'82	14,000
23' THUNDERBIRD	'80	28,000



40' HOOVER. Aft cabin, pilothouse, twin diesels and rich teak interior. Owner anxious. Asking only \$67,000.

24' SEA RAY	'84	28,000
25' SEA RAY	'81	Offers
25' THUNDERBIRD	'80	28,000
26' FIBERFORM	'73	9,750
28' CHRIS CRAFT	'72	19,000
28' FIBERFORM	'79	26,500
28' MODUTECH	'73	45,000
28' CARVER	'77	35,500
29' CHRIS CRAFT	'79	28,500
30' SCOUT	'79	49,950
30' CHRIS CRAFT		15,500
32' CHEOY LEE	'78	54,000



41' LUHRS. A complete sportfishing boat equipped right down to the poles! \$89,000

34' FAIRLINER	'86	27,950
34' BAYLINER	'81	54,900
34' CALIFORNIAN	'77	69,000
34' FIBERFORM	'77	75,000
34' UNIFLITE	'77	75,000
34' MAINE COASTAL	'48	17,600
35' MAGNUM MARIANE	'69	80,000
36' GRAND BANKS	'72	74,750
36' SEA RAY	'78	79,000
36' GRAND BANKS	'74	89,950
36' TROJAN	'74	86,000
36' UNIFLITE	'75	75,000
36' UNIFLITE	'75	79,000
37' HUNTER	'69	25,000
37' HUNTER	'64	41,500
37' CALIFORNIAN	'72	89,000
38' CHRIS CRAFT	'83	110,000
40' PILGRIM	'85	160,000

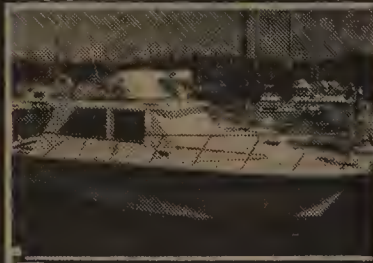
60' STEPHENS MOTORYACHT 'Ranger' Frozen in time, superbly decorated, accented by original works of art, chrome, parchment, silk, mirrors and lighting. Detailed to perfection. \$350,000

40' OWENS	'65	44,000
40' POST	'72	59,000
40' HOOVER	'80	68,000
40' MARINE TRADER	'78	79,000
40' BLUEWATER	'77	86,000
41' CHRIS CRAFT	'50	37,000
41' MATHEWS	'52	39,500
41' LUHRS	'79	89,000
41' P.T.	'80	119,000
41' CHRIS CRAFT	'74	79,000



43' DEFEVER MOTORYACHT. Twin 120 hp Ford dsls. 7.5 kw Onan, radar, AP, Loran, 48 mi radar and Naiad stabilizers. Reduced to \$149,400

42' GRAND BANKS	'68	79,500
42' TROJAN	'88	79,500
43' DEFEVER	'80	149,400
43' PRESIDENT	'83	169,000
43' CALIFORNIAN	'85	236,500
43' STEPHENS	'29	39,900
44' PACEMAKER	'66	121,000
44' GULFSTAR	'80	180,000
45' MATTHEW	'68	90,000
47' PACEMAKER	'70	129,000
48' CHRIS CRAFT	'62	89,500



UNIFLITE 34. Extensive equipment list includes generator, air conditioning, AP, ideal windlass, twin 350 hp Crusader engines. Asking only \$69,000

49' ALBIN		185,000
50' CHRIS		110,000
50' LONG BEACH CO.	'61	125,000
50' OCEAN	'83	250,000
52' BLUEWATER	'82	210,000
52' BELL	'84	230,000
53' MONK		Offers
53' BLUEWATER	'84	230,000
55' CHRIS CRAFT	'62	139,000
60' PACEMAKER		250,000



30' SCOUT. A sailor's dream — fiberglass reproduction classic, roomy cockpit for fishing and entertaining, charming, economical, convenient. \$49,950

65' NORDLUND	'79	550,000
70' S.A. WILLIAMS	'36	125,000
80' TACOMA trawler	'27	125,000
83' WHEELER	'44	75,000

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205 Harbor Drive, Sausalito 94965

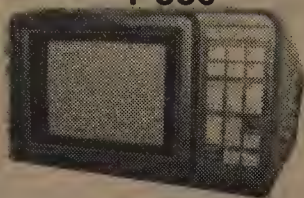
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Digital depthsounder.
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Maintains constant check, up to (3) 12v
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for engine starting
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BU25K Knotmeter

EMS

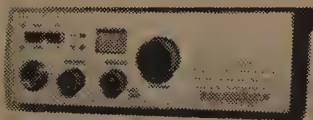


The basic in-
strument on all
yachts for navi-
gation sailtrim
and efficiency.
This highly ac-
curate knot-
meter requires
no power, only
2 wires from
the turbo transmitted for hookup. Once in-
stalled, it operates year after year requiring no
maintenance. The turbo transmitter can be re-
moved while afloat for cleaning if necessary.

List \$150.00 **Now \$99.95**

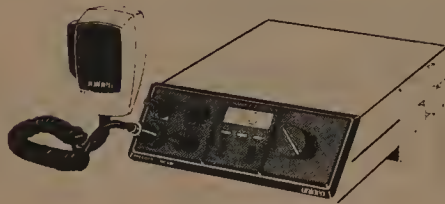
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RAY JEFFERSON 5000M VHF/FM



Front speaker, LCD readout.
Receives 59 channels,
transmits on 49!
List \$399.95
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UNIDEN MC680



List \$399.95
Now \$239.95

RAY JEFFERSON 7878 Scanning 85 Chnl VHF/FM

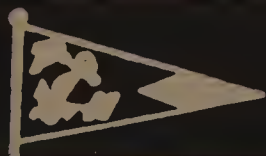


One of the most compact
radios available. Continuously
scans up to 76 channels!
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List \$219.00
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FOR A FREE TEST SAIL!

MOLLY

A MORE VERSATILE CATBOAT DESIGNED FOR WEST COAST CONDITIONS

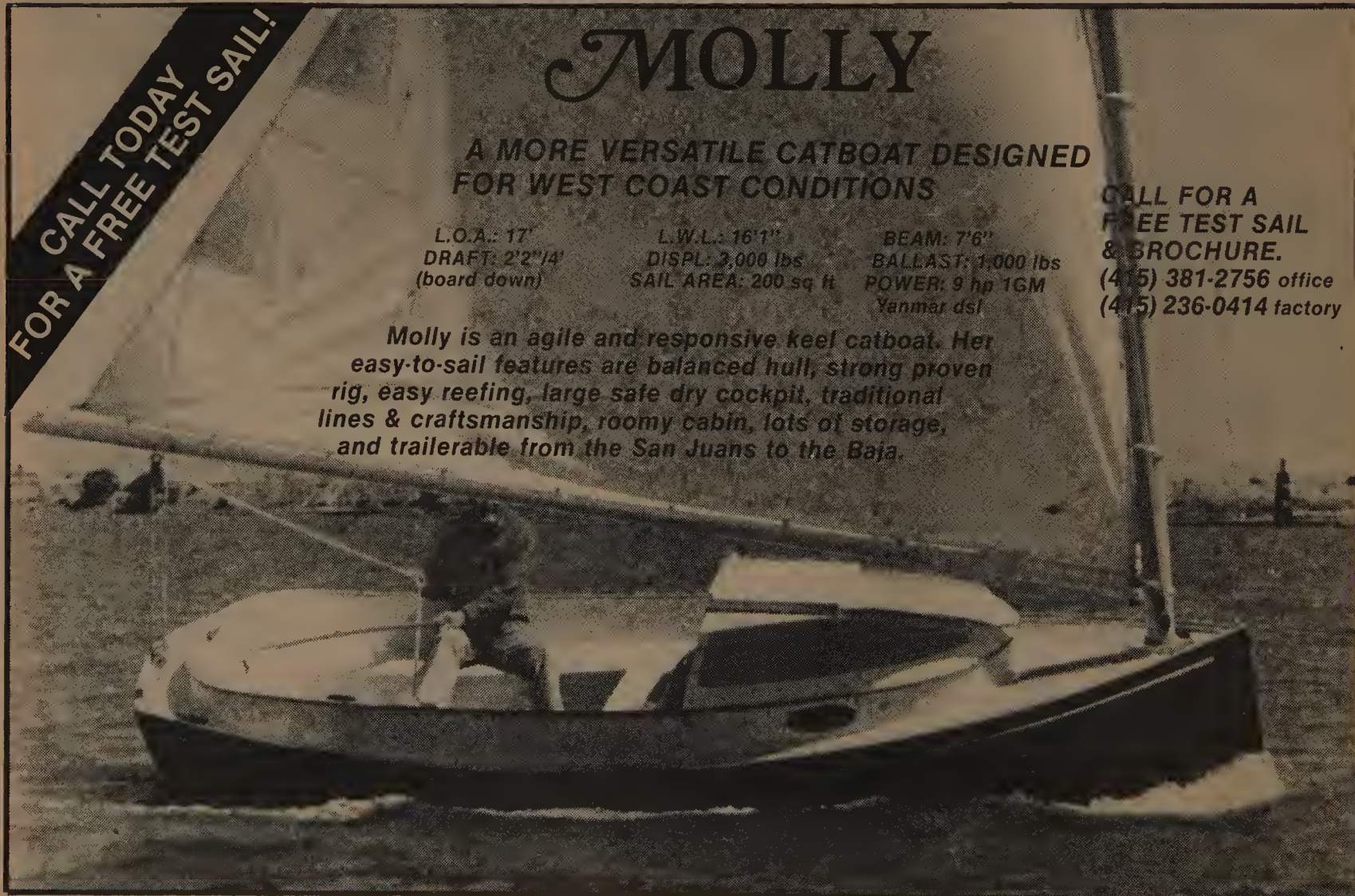
L.O.A.: 17'
DRAFT: 2'2 1/4'
(board down)

L.W.L.: 16'1"
DISPL: 2,000 lbs
SAIL AREA: 200 sq ft

BEAM: 7'6"
BALLAST: 1,000 lbs
POWER: 9 hp 1GM
Yanmar dsl

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FREE TEST SAIL
& BROCHURE.
(415) 381-2756 office
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Molly is an agile and responsive keel catboat. Her
easy-to-sail features are balanced hull, strong proven
rig, easy reefing, large safe dry cockpit, traditional
lines & craftsmanship, roomy cabin, lots of storage,
and trailerable from the San Juans to the Baja.



SUBSCRIPTION

- ☐ Enclosed is \$15.00 for one year
Third Class Postage (Delivery Time: 2 days to 2 weeks)
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CALENDAR

Nonrace

March 7 — State of the Bay conference sponsored by the San Francisco Bay Chapter of the Oceanic Society. 9 a.m. to 5 p.m. Golden Gate University, San Francisco. 441-5970.

March 11 — Island Yacht Club seminar series. Sailmaker Kame Richards will discuss tides and currents around the Bay. 6:30-9:30 p.m. at the clubhouse. \$5. Contact Steve Betts at 793-0643.

March 11-15 — Sacramento Boat Show at Cal Expo. Admission \$4. (916) 482-8190.

March 13 — U.S. Yacht Racing Union instructor training program. Continues March 14, 14, 21 and 22. Sausalito Cruising Club. For applications, contact Jane Piereth, director, sailing program, Oceanic Society, 441-5970.

March 14 — Coronado 25 race/cruise clinic. Berkeley Yacht Club. Speaker, Paul Kamen. 9:30 a.m. to 3 p.m. \$5. Contact Elaine Kozak at 332-3380 or Bill Rossman at 682-4612.

March 14 — Passage Yachts offers "Boat Expo" at its facility in Pt. Richmond. Free seminars on choosing sails, financing, electronics, insurance, knot tying and seamanship offered by industry experts. For more information call 236-2633.

March 14-15 — Race protest seminar, third in series on race management. Encinal Yacht Club. \$15. Check in at 8:45 a.m. Saturday. Instructor is Roger Eldridge, certified YRA senior race officer.

March 17 — Talk by Gary Jobson, commentator for ESPN during America's Cup coverage. Topic is "World of Sailing and Racer's Edge." Windjammer Yacht Club, South Lake Tahoe. 7:30 p.m. Admission \$15. For more information call Debbie Broussard, (916) 544-8700, or write P.O. Box 10466 South Lake Tahoe, CA 95731.

March 20-22 — Springfest Boat Show at Village West Marina in Stockton. (209) 951-1551.

March 21 — Chantey program aboard schooner *C.A. Thayer* in the National Maritime Museum, San Francisco. Children's program 3-5 p.m. Regular program 8 p.m. to midnight. For details call 556-1871.

March 21 — Ocean Cruising Club Northern California dinner. Corinthian Yacht Club. Qualifications are 1,000 miles at sea, non-stop. Details from A. Clive King, 332-8110.

March 22 — Mariner's Sunday. Interdenominational service dedicated to mariners at St. Luke Presbyterian Church in San Rafael. Contact Rev. Dan White, 454-2705.

March 24 — Potluck dinner and discussion by Franz Klitza on Learning the Ocean — How to Sail With Confidence in the Gulf of the Farallones. Richmond Yacht Club. 7 p.m. Sponsored by MORA. Contact Bud Frazee at 828-7407.

March 25-29 — Anaheim Boat Show. (714) 999-8900.

March 28 — Talk by sailmaker Kame Richards on tides and currents in San Francisco Bay. Bay Model in Sausalito. 11 a.m. \$5 donation to Catalina 30 fleet. For reservations call 268-2945 days and 483-5933 evenings. Ask for Frank.

March 31 — Celestial Navigation 2 begins at College of Alameda. Classes meet Tuesdays 7-10 p.m. through June 16. Call 748-2255 and ask about Course Number 004, Celestial Navigation 2.

April 1 — Coastal Piloting class begins at College of Alameda. Classes meet Mondays and Wednesdays through June 17 7-9:30 p.m. Instructor is Sam Crabtree. For details call 748-2255 and ask about Course Number 001, Coastal Piloting.

April 2 — Meeting of Freya 39 owners. Call Anne Hudson, 332-5928.

April 4 — Islander 28 Association annual meeting and spring seminar. San Francisco Yacht Club. 10 a.m. to 4 p.m. Contact Stephanie Hock at 331-3190.

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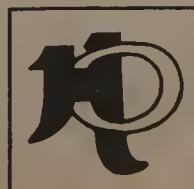


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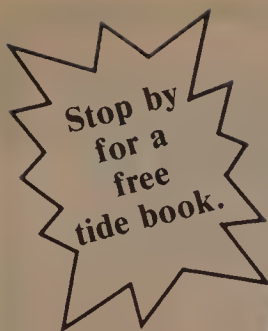
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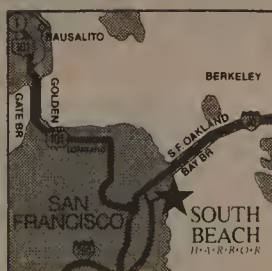


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CALENDAR

April 6 — Yacht Designer Bill Lee will speak on long distance ocean racing. Sausalito Yacht Club. 7:30 p.m. \$5 admission to support the club's racing efforts. For information call Craig W. Brown, 332-3890.

April 8-9 — Latitude 38 crew parties. April 8 at Corinthian Yacht Club in Tiburon, April 9 at Metropolitan Yacht Club, Oakland. Racing and cruising. See crew list story inside for details.

April 10 — Slide show and talk on tides of the Bay by sailmaker Kame Richards. \$3.50. 8 p.m. Sausalito Cruising Club. Call 332-9347.

April 11 — Opening Day on Carquinez Strait, sponsored by Benicia Yacht Club. Benicia Marina Art Show, decorated boat parade, barbecue. (707) 745-2841.

April 12 — Opening Day in the South Bay, sponsored by the Sequoia Yacht Club, Redwood City. Contact Milt Roskelley, 661-6518.

April 26 — Opening Day on San Francisco Bay.

May 9 — Marine swap meet. Pt. San Pablo Yacht Club, 700 W. Cutting Boulevard, Richmond. 8 a.m. Free. 233-1046.

May 17 — Regional Seven Seas Cruising Association 35th Anniversary Party. Kiana Lodge, Poulsbo, Washington, with anchorage in front. For more information contact Jeri or Marty Sixt, P.O. Box 10755, Winslow, WA, 98110 (206) 842-8577 or Penny or Mike McLaughlin, P.O. Box 10670, Winslow, WA 98110 (206) 842-1632.

May 24 — The Golden Gate Bridge birthday party, everybody invited.

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Racing

March 7-8 — Big Daddy IOR Regatta and party. Richmond Yacht Club. For information call Malcolm Gregory at 326-6484 or Rich Weirick at 234-6959.

March 7 and 14 — Fundamentals of Yacht Racing seminar taught by Michael Rogers and Joshua Mills, followed by three-hour sail on the Sausalito Sailing Club's Santana 35 for spinnaker practice. Free. Noon to 5 p.m. both days from Pier 39. For information call 331-6266.

March 9-15 — Congressional Cup Match Racing Championships. Long Beach Yacht Club. Some of the skippers include Chris Dickson, Robbie Haynes, Peter Isler, Iain Murray and Marc Pajot. For information call Tom Witherspoon, (213) 429-8324.

March 14 — Newport Beach to Cabo San Lucas Race, sponsored by the Newport Harbor Yacht Club. Entry deadline is Feb. 5. For information call Martha Davis at (714) 644-4004.

March 15 — WRA winter series continues. Other races March 21 and April 11. For more information call Sandy Harris, 922-6334.

March 21-22 — Berkeley Yacht Club's Wheeler Regatta. Two races Saturday, one Sunday. Central Bay in deep water. Entries due March 15. Call Bobbi Tosse, 939-9885.

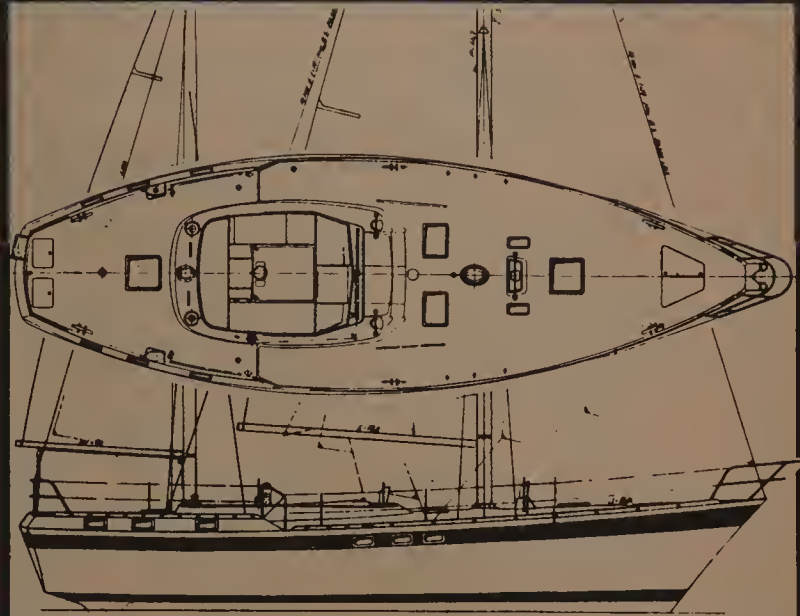
March 28 — Singlehanded Farallones Race. Sponsored by the Singlehanded Sailing Society. For details call 332-5073.

March 28 — Around Treasure Island Race. Island Yacht Club. Friday night series begins April 24 and continues every other week through June 19. 793-0643.

March 29 to April 5 — Sea of Cortez Race Week, sometimes known as the "most fun you can have with your clothes on" Race Week. Events for cruisers, racers, kids, dinghies, whatever. Lots of beer, sunshine, sailing and nice people. 383-8200.

March 28-29 — San Francisco Cup. Sponsored by the St. Francis Yacht Club. City front.

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March 28-29 — One-design Champion of Champions. Sponsored by St. Francis Yacht Club. City front.

March 29 — South Bay Yacht Racing Association racing season begins. Dinner planned March 28 at Coyote Point Yacht Club. For information call Matt Soderer, 366-2887 or Ed Rank, 462-6315.

April 3-5 — Olympic and Pan American Classes regatta. Alamitos Basy Yacht Club, Long Beach. Contact Ken Weiss, Alamitos Bay Yacht Club, 7201 East Ocean Boulevard, Long Beach, CA 90803. Phone (213) 434-9955.

April 4 — Doublehanded Farallones Race for monohulls and multihulls. Sponsored by the Bay Area Multihull Association. For information call Don Sandstrom at 339-1352.

April 5 — Opening of Santa Cruz Ocean Racing Extravaganza (SCORE). Short course (15-30 miles). Santana 22s to SC 70s. Continues May 3, June 7 and August 1. Contact Rob Franks (408) 425-0361 or Santa Cruz Yacht Club (408) 425-0690.

April 7 — Windsurfer triangle racing on Tuesday evenings through September 22. Foster City Lagoon Boat Ramp. For information call (408) 248-5696. Other series April 11, Lexington Reservoir, (408) 356-4958 and; April 25-26, Woodward Reservoir, (209) 473-0800.

April 11 — Doublehanded Lightship Race. Proceeds to charity. For details call 769-8257 or 934-5197.

April 11 — Guadalupe Single/Double Handed Race. A Southern California classic put on by the Pacific Singlehanded Sailing Association. The distance: 630 miles, the record: 5 days, 20½ hours. Contact Steve Boothe at (213) 823-8868 and leave a message.

April 11 — Colin Archer Memorial Race for double-ended, full keel, displacement cruisers. Contact Encinal Yacht Club, 522-3272 or Stan Tice, (408) 277-5215.

April 11-12 — Lakeport Yacht Club Spring Regatta. Clear Lake. For information call Dick Smith at (707) 263-1476.

April 18 — Marine gear swap. Sacramento Yacht Club. 10 a.m. to 3 p.m. (916) 924-9351.

May 1 — Opening of Spring T.L.A. Series. Encinal Yacht Club. Other races May 15, May 29, June 12 and June 26.

May 1 — Deadline for applications for Master Mariners Regatta, to be held Memorial Day, May 23. Contact Gary King, 2d7-5136. (New Master Mariners year book will go on sale in May.)

May 23-24 — Whiskeytown Sailing Club Memorial Day Weekend Regatta. Write Pat and Dennis Myers, 3780 Hole-In-One Drive, Redding, CA 96002.

June 4 — BOC Blue Riband Challenge. Competitors in this new New York to Plymouth, England, race will compete against each other and the trans-Atlantic sailing record set in 1905 by the schooner *Atlantic*: 12 days, 4 hours. Patricia Secrist (201) 573-0800.

June 8-12 — Moore 24 Nationals. Freeport, Texas. Bridge Harbor Yacht Club. Contact Cheryl Turner (817) 469-1180.

June 19-25 — Olson 30 Nationals, Southern California. The Channel Islands and Anacapa YC's will host. 30 to 40 boats from as far away as Texas are expected to attend. Gene Proffitt (805) 488-4658.

SORC — Boca Grande Race — February 26; St. Pete to Ft. Lauderdale — March 1; Lipton Cup — March 12; Ocean Triangle — March 14; Miami-Nassau — March 17; Nassau Cup — March 20.

MIDWINTERS — Sausalito Cruising Club — 3/7. 332-9349.

Lake Merritt Sailing Club — 3/15. 465-1287.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

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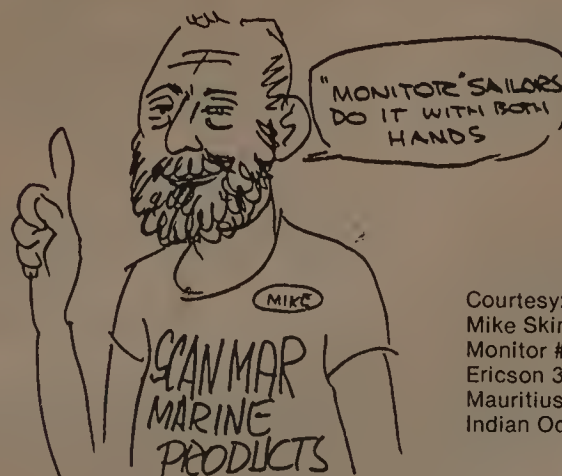
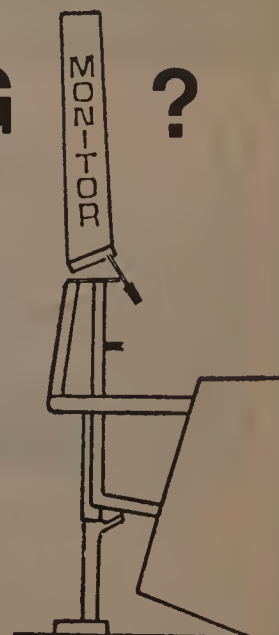
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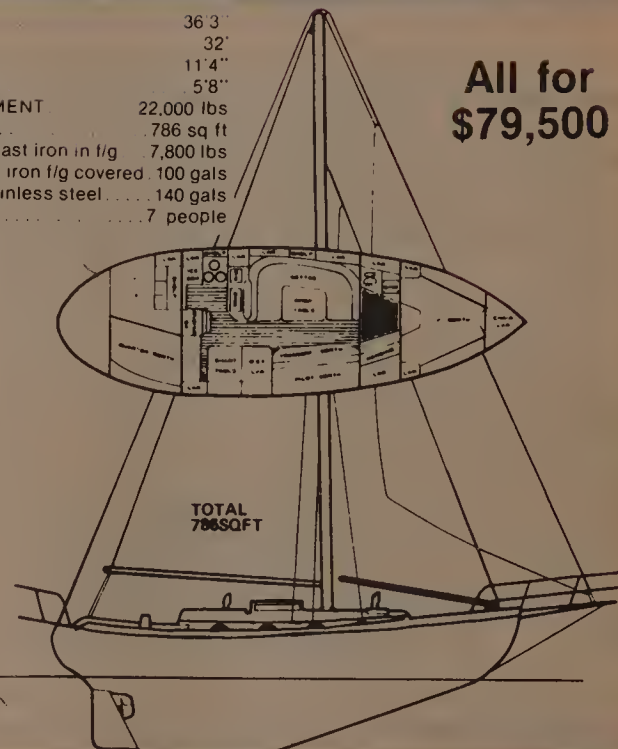
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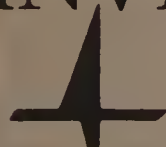
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CALENDAR

Please send your calendar dates **by the 10th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but *please* only one announcement per page!

Calendar listings are announcements, non-profit activities or events. The *Calendar* is **not** meant to support commercial enterprises.

March/April Weekend Tides

date/day	max current	slack	max current
2/28/Sat		0132	0407/3.6E
		0726	
	1020/3.8F	1318	1620/5.0E
		2003	
	2300/4.1F		
3/1/Sun		0207	0449/3.9E
		0815	
	1109/3.7F	1410	1703/4.4E
		2042	
	2335/3.7F		
3/7/Sat		0054	0332/1.3F
		0618	
	0942/3.1E	1414	1737/2.3F
		2044	
	2245/0.9E		
3/8/Sun		0211	0048/1.2F
		0725	
	1052/3.1E	1518	1842/2.5F
		2147	
3/14/Sat		0047	0319/3.0E
		0642	
	0933/3.1F	1229	1529/4.3E
		1912	
	2207/3.5F		
3/15/Sun		0113	0352/3.5E
		0717	
	1011/3.2F	1310	1608/4.1E
		1939	
	2233/3.4F		
3/21/Sat	0154/1.8F	0430	0819/4.0E
		1226	
	1528/2.7F	1914	2107/1.3E
		2354	
3/22/Sun	0303/1.6F	0537	0926/4.0E
		1343	
	1655/2.8F	2031	2222/1.2E
3/28/Sat		0016	0305/3.9E
		0629	
	0926/3.9E	1223	1520/4.5E
		1853	
	2149/4.0F		
3/29/Sun		0049	0341/4.4E
		0713	
	1011/4.0F	1314	1601/4.1E
		1930	
	2223/3.7F		
4/4/Sat	0144/1.3F	0418	0756/3.3E
		1219	
	1527/2.2F	1901	2044/0.9E
4/5/Sun		0114	0346/1.0F
		0620	
	0955/3.0E	1430	1754/2.2F

EMS

THE EQUIPMENT PEOPLE

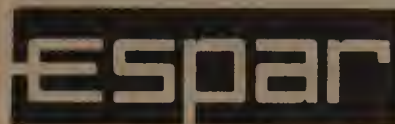
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 - Boat Pox
 - Etc.
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Michael Craig, Proprietor, Seabreeze Boat Yard

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LETTERS

□ P.P. TAXES

Ellie and I just returned from Panama where we were line handlers on a friend's boat going through the Canal. Except for the excitement of locking up and down, it was much like a long day coming back from the Delta.

Everybody we talked to seems to be having a great time. Although one problem kept cropping up. Nobody can get away from paying their state/county taxes on their boat. This even though they are not planning on returning for some time, if ever.

Does anybody know how to get around this cruising fund "pinch"?

I also took a stack of *Latitude 38's* to the Balboa and Panama Canal yacht clubs. Does this qualify me for a T-shirt?

Larry and Ellie Hebert
Janine
Pete's Harbor

Larry and Ellie — By "state/county taxes", we assume you mean personal property taxes. There is a way around them; all you have to do is normally keep your boat in the 'right' county. The deal is that counties are allowed to interpret the law differently.

For example, if you normally keep your boat in Alameda County, they will continue to assess personal property tax on the boat even if you go to Mexico for years. On the other hand, if you can demonstrate to the Marin County assessor that you've been out of California for more than six months of the year, he'll not assess you at all.

"It's not fair!" you're probably screaming. Indeed, it's not. So you have your choice. Either you can lean into the windmills of government, or you can select a 'right' county to normally keep your boat in.

As for the T-shirts, they're on their way.

□ THE JONES ACT

In your August 1986 and January 1987 issues you advised your readers of recent litigation involving injuries to crew members on sailboats. In your *Stray Cat Blues* you asked some very pertinent questions about the applicability of the "Jones" Act to recreational sailing. This is a matter of interest to your readers, and we are grateful for the article. The Jones question is a difficult one, and it is my hope that your readers may gain a little perspective from what follows.

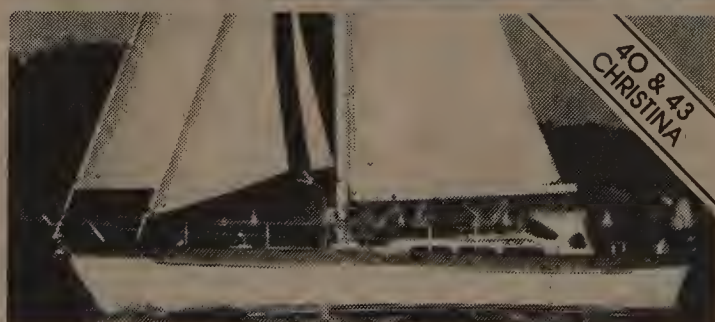
In order to understand the complicated laws that govern the personal injury liability of boat owners, it is necessary to know that there are basically three bodies of law that may apply. First, there is the basic common law and state statute which is generally applicable to all injuries caused by negligence. Next is the admiralty or maritime law which is applied to shipping and navigation. Admiralty law is a species of common law and originated in the middle ages. Third, there is the more modern Jones Act which is applicable to the employees of vessels. Which law is applicable depends mostly on the status of the injured person and the one who is being sued as a result. Generally speaking, common law negligence applies to boat passengers, guests and business invitees; maritime law applies to seamen; the Jones Act applies to seamen who are employees.

The Jones Act was enacted by Congress in 1920. The law is part of the large body of workmen's compensation law. Around the turn of the century fundamental changes took place in the legal relationship between workers and employers. Before this era of reform, employers had little responsibility under common law for injuries to their workers. The workman's compensation reform resulted in employers becoming strictly liable (that is, liable even though not negligent). The reform covered virtually all types of employment with

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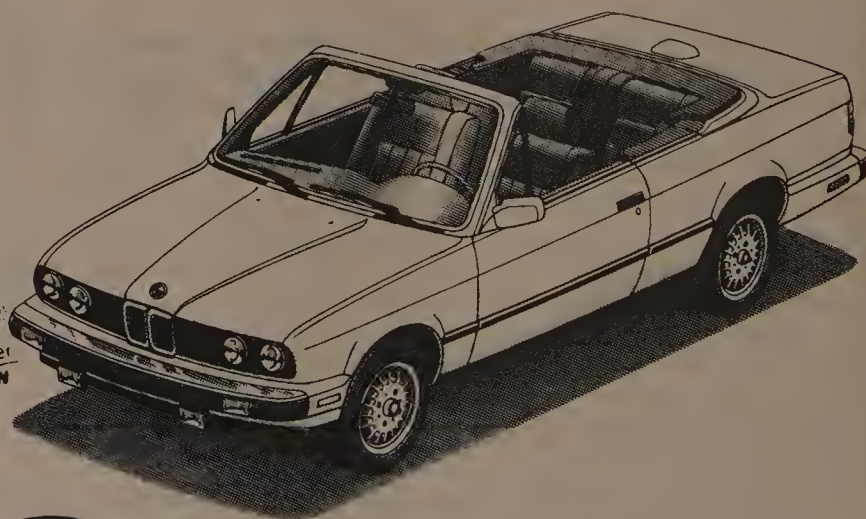
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WEATHERFORD

LETTERS

two large exceptions, railroad workers and seamen. Before the Jones Act, seamen were entitled to recovery for personal injuries only under the law of admiralty (maritime law). Railroad workers were covered under separate federal statute. In those days, an injured seaman was entitled only to be taken care of and paid a wage during the period in which he was disabled. If he died, his family was entitled to nothing. What the Jones Act did was to extend the rights of the railroad worker law and the Federal Employers Liability Act to seamen. This new coverage was cumulative and in addition to seaman's rights under maritime law, so a seaman may sue for damages under either law or both, but receives only one award.

The Jones Act is important to boaters because it is more protective of injured plaintiffs than either the maritime law or our common law of negligence. The major differences are (1) under the Jones Act, an employer owes a much higher duty of care to a seaman than an ordinary person does to an invited guest, so it is generally easier to prove negligence and there are fewer defenses available to the defendant, (2) under both the Jones Act and maritime law, the vessel owner or employer may not contract with a seaman to limit or waive the employer's liability; however, contracts are allowed under common law negligence, (3) a Jones employer is vicariously liable for the negligence of his other employees, but not under common law negligence or maritime law, (4) the potential damages award is much higher under the Jones Act, followed by common law negligence and then maritime law. There are many other small distinctions not worth discussion here.

It should be noted, however, that regardless of which law is applied, the comparative negligence rule applies. That is, that whenever a person is injured in part because of his own negligence, he may not recover in damages for the part of his total injury that he caused. So if a jury finds that the guy who stood up during a gibe was half at fault, and you were half to blame for letting him do it, and the bill is \$5 million, you only have to pay half.

The key to the Jones Act is, however, that it only applies to a seaman and his or her employer. If there is no employer-employee relationship, there is no Jones Act. Unfortunately, there is no clear test to determine when the relationship exists. In situations where there is no payroll, courts will apply traditional common law tests, which are both many and complicated, to determine whether a person is an employee. This is treated as a question of fact, so it is left up to a jury and just about anything goes. The next step is to determine whether the injured person is a seaman. The statutory definition of seaman is so general that the courts have resorted to making case-by-case determinations. The courts generally use a three part analysis: (1) one must be on a vessel in navigation, (2) one must have some more or less permanent connection to the vessel, and (3) one must be on board primarily to aid in navigation. The test is applied, however, very liberally in favor of finding that seaman status exists. From the cases, it appears certain that courts have no difficulty in finding that sailboats are vessels and that a racing or cruising crew is engaged in navigating the vessel.

Determining seaman status is tricky business. The cases seem to be drawn on the particular facts at play. Just a few examples will show. The cases have held generally that one who volunteers to help navigate is not a seaman under Jones. In a 1976 case, however, a person who volunteered to help a sailboat owner move his boat to a winter berth and was injured in the activity was held to be a seaman even though he was not compensated. The basis for the holding was that the volunteer was on board to aid in navigation, was under the command of the master of the vessel and were pursuing a common objective.

So what can a boat owner do to stay out of trouble with Mr. Jones?

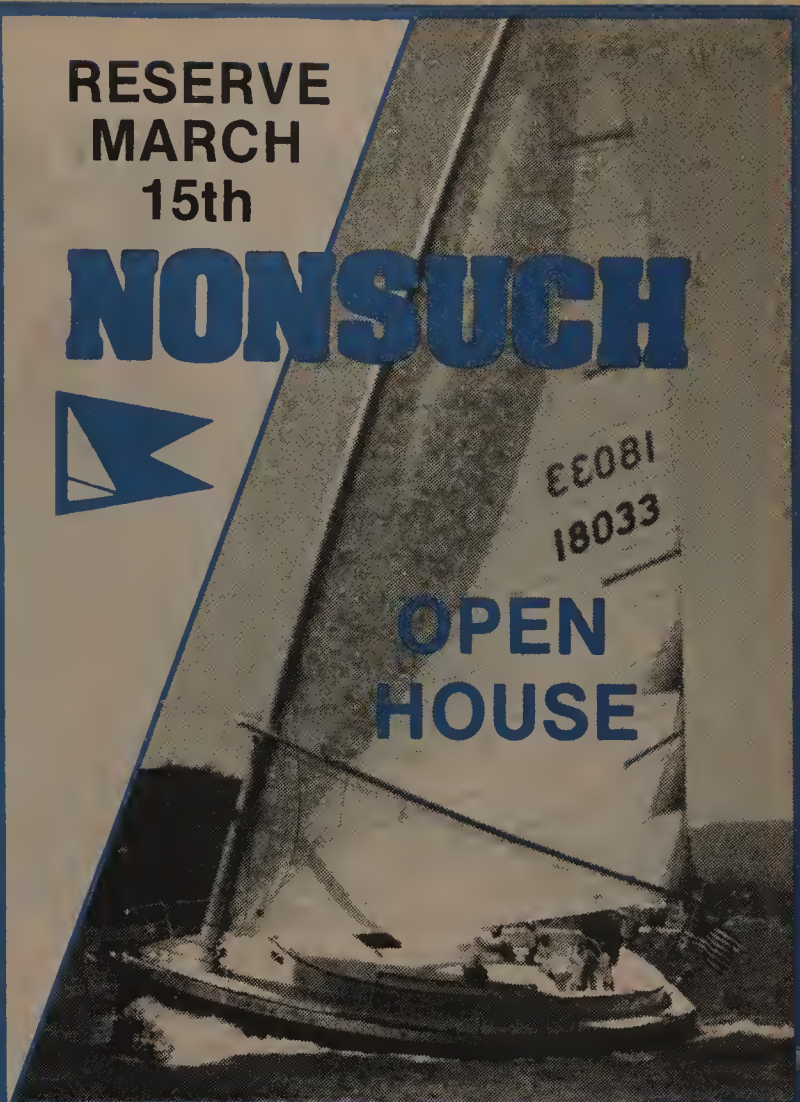
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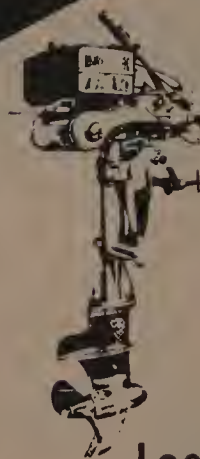
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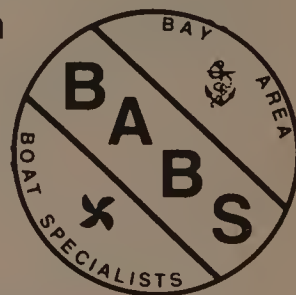
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LETTERS

Several people have asked me to draw up agreements between owners and crew to be used to limit the boat owners' liability. This would be fine under California negligence law, but I don't believe it will have any effect on Jones Act or maritime liability. The Jones Act incorporates the Federal Employers Liability Act which automatically voids this type of contract. Under maritime law seamen have never been allowed to waive their inherent right to a safe ship. So if a court does find that seaman and/or employee status exists, these agreements mean nothing. Another contract approach might be to sign a joint memorandum to the effect that the parties understand and intend that no employment relationship exists. It won't be conclusive, but it can be offered as evidence to be considered by a jury. The same goes for withholding food and drink; giving your crew beer and sandwiches does automatically make them your employees, but it can be offered as evidence to the jury. In any case, the crew should bring the beer as a matter of principle.

Perhaps the best approach would be to try to structure a sailing trip so that your company assumes the role of passengers including an express (written) assumption of the risk by the passengers. But if a passenger does more than one act of assisting with navigation, he or she might become a seaman under the maritime law. If injured at this point, you are liable for "maintenance and cure", but if the injury is fatal, at least the surviving relatives can't sue you for wrongful death. But don't be too bossy about the course or do too much yelling at the crew or they may be transformed from joint adventurers to employees.

Here's the bottom line: if someone on your boat is injured due to a faulty boat or your negligence, you can be sued and you can lose big bucks. The best advice of all, of course, is to maintain your boat and don't let anyone get hurt . . . and carry lots of insurance.

Ken Wilson
Attorney at Law
Missing Children II

Ken — Your letter is getting a permanent place on our wall. For years now we've been trying to find an explanation of the relation between those three areas of law.

□ DOCK ETIQUETTE

After motoring down the Estuary one Sunday, my husband and I stopped at the Rusty Pelican for food and drinks. There was room for our Balboa 27 at the dock, so we tied up and went in.

A while later we noticed a Hans Christian cutter unsuccessfully trying to tie up between our boat and another. It maneuvered for about 20 minutes.

After we finished eating I walked down to the dock where I noticed the crew of the Hans Christian had — without our permission — moved our boat to the very end of the dock. It left us bow to starboard of a very large cruiser tied up to a sales dock. And part of the Hans Christian was hanging over into our cockpit.

I was angry.

First of all, there was no room for a boat that size to fit at the dock, especially with two sailboats already there.

Secondly, we most certainly did not appreciate other 'individuals' — and I use that term loosely — moving our boat without our permission. In fact that's what I told these people — along with a few other things I'm too embarrassed to repeat!

Had the tables been turned, no doubt they would have felt the same way.

These people definitely do not have adequate knowledge of boating etiquette. If there had been room and if we had been asked, we would have moved to accommodate them. As it was, we had

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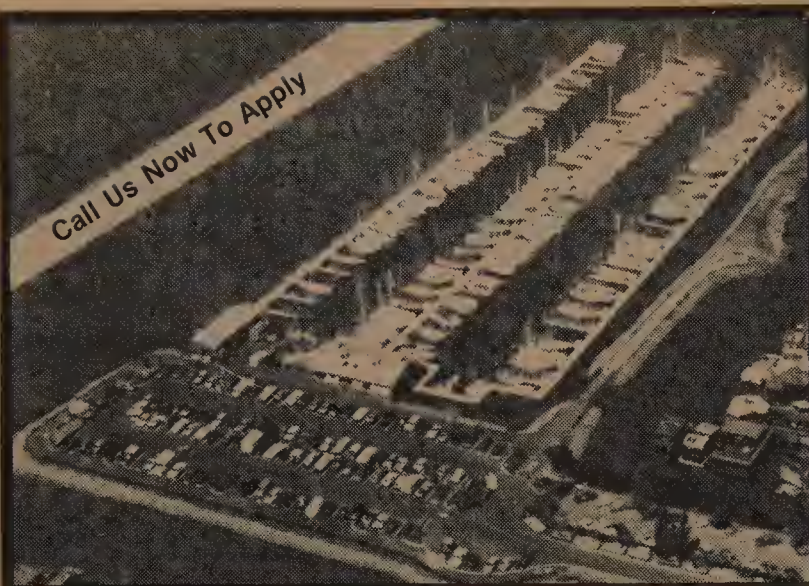
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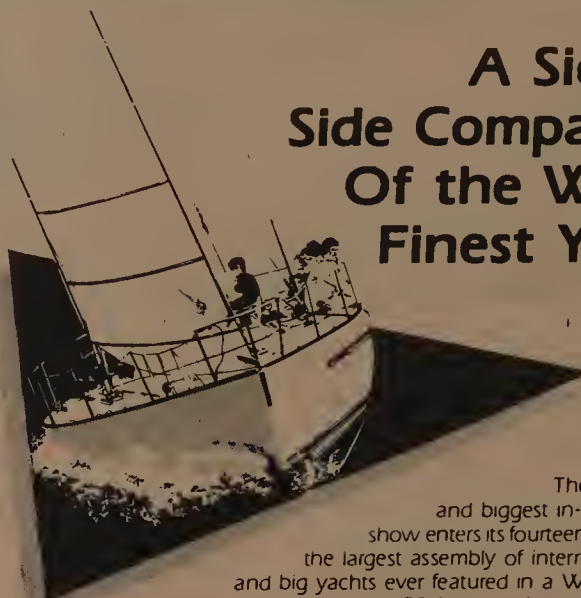
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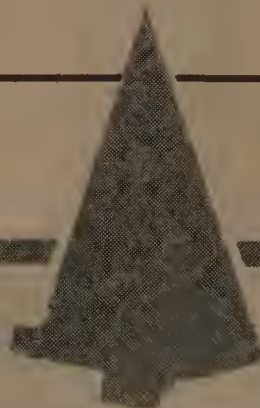
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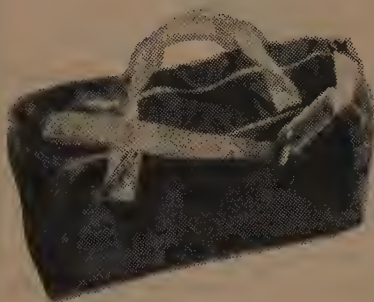
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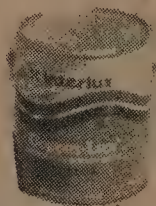


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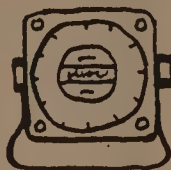
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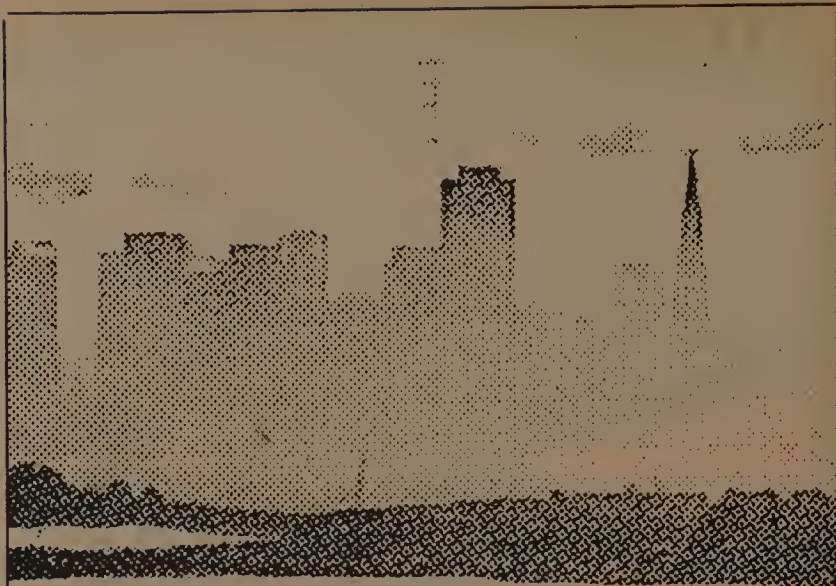
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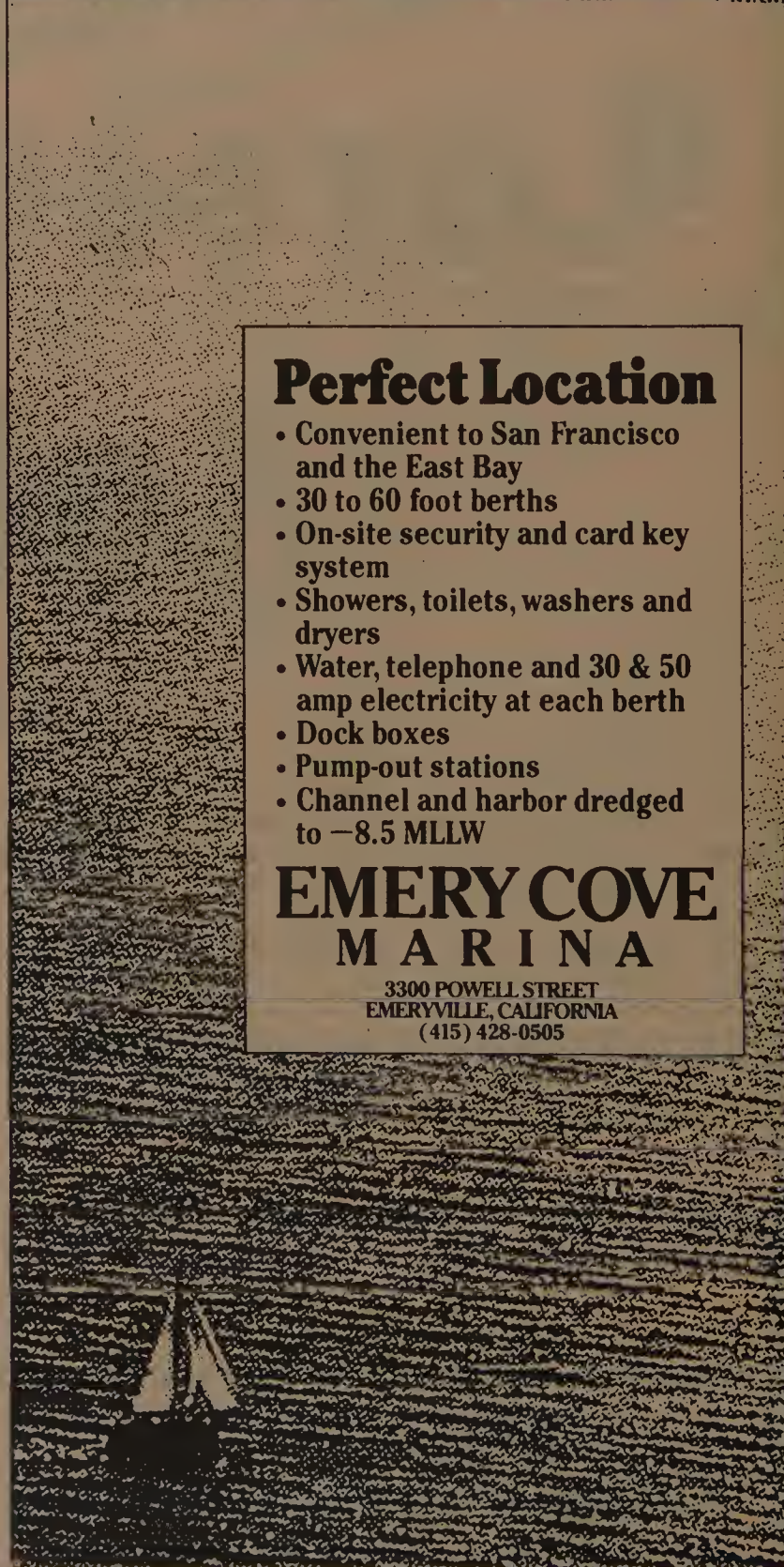


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LETTERS

some difficulty getting our boat out of a rather confining spot.

I only wish I had remembered to write down the name of the boat to warn others that these people are on the loose. If we're lucky, maybe they just made a wrong turn down the Esutary and will decide never to come back!

Ellen Locke
San Lorenzo

Ellen — We're not certain there actually is a correct etiquette for this kind of thing. Racers, for example, will think nothing of rafting a score of \$250,000 boats together, with everybody tromping over all of the inside ones to get to the dock. It has to be that way because there just isn't enough dock space.

In the non-racing world, we're not really sure what the correct procedure is. But suppose there was an 80-ft dock and your 27-foot boat was in the very center. If we came along with a 40-foot boat, we'd think nothing of very carefully moving your boat to one end of the dock or another. Heck, we've moved boats like that about a hundred times. Had ours moved about a hundred times, too. Are we boating buffoons? We're open to comment.

Of course, the one thing we'd never do is move someone else's boat to put it in jeopardy or make it difficult for them to extricate themselves from the dock.

THE NEW FUJI

I purchased one of the new Fuji HD-M's at the Stockton Boat Show in 1986, just before going to the Caribbean. It was advertised as an underwater camera, good down to two meters, so I figured I could snap a picture of my rudder and prop. Therefore, I leaned over the side, submerged the camera in the Bay water, and snapped a photograph or two.

I finished the rest of the roll above water. After shooting the last shot, the camera automatically rewound — as it's supposed to do. I carefully dried the camera and replaced the exposed roll with a fresh one. Upon closing the camera, it immediately rewound the fresh roll! I thought I had done something wrong, so I tried it again and it produced the same effect. I played, tinkered and toyed for several hours. Later I phoned the dealer who promptly and courteously agreed to replace the camera.

I repeated my experiment on Folsom Lake — fresh water — and the camera worked fine.

So off I went to the Caribbean. We swam at the windward beach and took some underwater shots in salt water. Guess what? The next roll of film rewound upon loading! What a frustrating experience, especially since I had just purchased the accessory kit on St. Martin.

Over the next several weeks, I played, toyed and tinkered with the camera and finally got it not to rewind fresh rolls of film. (I still don't know what I did, but I suspect salt water enters the camera through the front rewind lever near the lens, thereby making the camera misbehave).

After I returned home, the camera dealer in Stockton gladly refunded my money after I told him the sad tale.

Don't get me wrong, I really liked the Fuji HD-M; it just didn't like salt water.

Furthermore, the flash is mounted close to the lens, underwater colors get washed out.

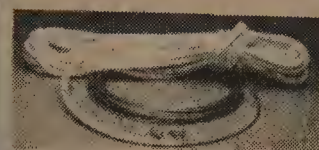
My next underwater camera will be a Nikonos V with the side-mounted detachable flash.

The HD-M works great above water.

Cameron Clarke
Sisu, Balboa 27
Carmichael

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FWR-156-375H	5/32	3/8	40'	50'	57.00 ea.
FWR-188-438H	3/16	7/16	60'	60'	73.00 ea.
FWR-219-438H	7/32	7/16	60'	60'	97.00 ea.
FWR-219-500H	7/32	1/2	65'	65'	110.00 ea.
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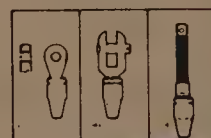
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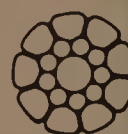
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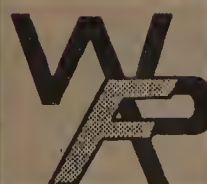
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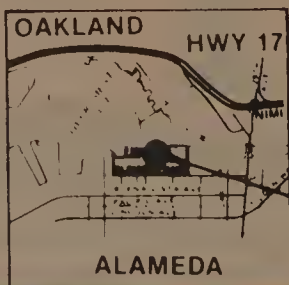
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 - § "A Sabre 42 is both easy to sail short-handed and capable of bringing home silver on the race course." **Motor Boating & Sailing**
 - § "The balance between the main and fore triangle areas and the location of the mast are the most striking aspects of the Sabre 42." **Sail Magazine**
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LETTERS

Cameron — Because of problems with the former Fuji camera, we now own six of the HD-M's. We're very pleased to be able to report that all of them work just fine, among other things taking nice water shots of St. Barts (below is a shot of Saline Beach) and St. Martin.



Surf's up at St.. Barts.

We're at a complete loss to explain what went wrong with the two that crossed your path.

The Nikonos is, of course, an excellent camera. However, we still don't think it's the right one for most boat use. If you've had it with Fuji, try the Nikon's waterproof 'Action Touch', for about \$180.

WHO CARES IF SHE IS AN 'UPPER CLASS' OPERATOR?

I'm so mad — but I'll try to follow the ABC's for you. [Readers; the 'ABC's' refer to the good journalism qualities of accuracy, brevity and clarity.]

On February 10 at approximately 0830, my husband was listening to the Baja mariner's net on our ham radio. He heard a young lady, who said she was 150 miles out of Cabo enroute to Mazatlan, ask for a weather check.

The net gave her the information, and then some crotchety old fart asked for her "upgrade date", saying that she was listed as being a Novice.

When she acknowledged that, yes, she was still a Novice, this same crotchety old voice — who was probably calling from the safety of his landlocked ham shack — replied: "We cannot handle your traffic." And he broke off contact!

All the young lady wanted was weather information, an important criteria for someone 150 miles out at sea! Who in the hell cares if she is not an 'upper class' ham operator — her crew and her vessel's safety should have been of prime concern, not what her damn classification was!

This kind of callous snobbery and disregard for human life is absolutely disgusting!

I am withholding my name as I am a Novice who is planning to head south soon and I do not wish to be ostracized simply because I have not had the time to upgrade to General class.

Novice Operator
San Diego

N.O. — If we were Judge Wopner on Peoples' Court, we'd find both the "young lady" and "crotchety old fart" guilty and sentence them to a light wrist slapping.

The old guy is guilty of being officious and authoritarian to a young lady in distress. The young lady is guilty of knowingly breaking the

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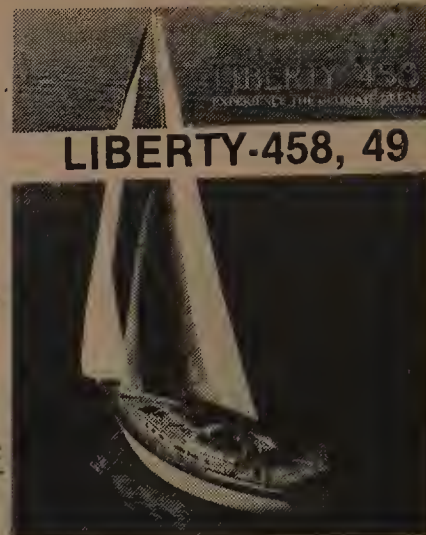
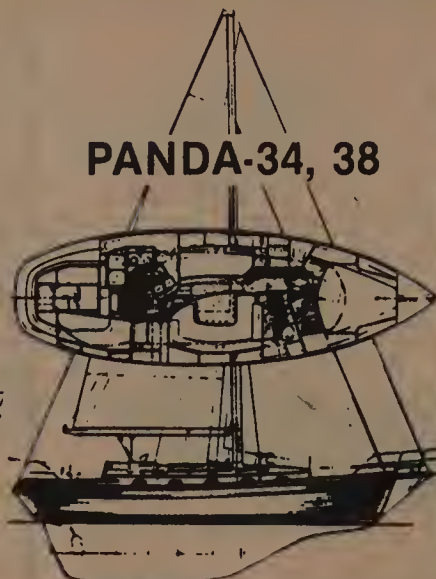
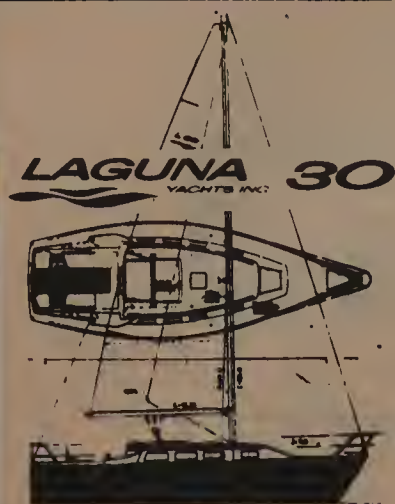
Websters Dictionary definition — a market in which goods (yachts) are plentiful, buyers have a wide range of choices and prices tend to be low.

20' NEWPORT	1968	\$4,900	30' CAL 3-30	1974	31,500
22' CATALINA		5,700	30' ERICSON	1969	27,500
22' SANTANA		4,990	30' FISHER M/S	1976	54,500
23' ERICSON	1976	9,750	30' HURRICANE	1947	7,500
23' RANGER		8,950	30' NEWPORT MkII		29,280
24' SAN JUAN	1976	12,750	30' PEARSON	1975	23,500
24' ISLNDR BAHAMA	1967	7,900	30' TARTAN	1973	28,000
24' J/24	1979	9,950	30' WYLIE CSTM	1976	30,000
24' LAGUNA/trlr	'80	14,250	31' CAL	1979	38,500
24' MERIDIAN	1964	14,500	31' CAL	1979	42,500
24' MOORE	1980	16,500	32' TRAVELLER		44,500
24' NIGHTINGALE/trlr	'78	16,950	33' CAL	1973	Offers
25' BUCCANEER	1980	15,500	34' DASH	1982	37,500
25' CAL	1965	7,500	34' O'DAY	1981	59,950
25' CATALINA	1979	12,900	34' SABRE	1983	84,000
25' ED MONK, wd	1947	5,000	34' SEABIRD gaff		16,500
25' ERICSON25+	1979	16,500	34' WYLIE	1980	55,000
25' MERIT W/TRLR	1983	17,000	35' CAL 2-35	1980	82,000
25' PACIFIC CLIPPER	1958	5,000	36' PEARSON	1977	65,500
26' ERICSON	1967	9,500	37' FLYING		
26' INTL FOLKBOAT	1969	7,500	DUTCHMAN	1979	69,000
26' INTL FOLKBOAT	1970	12,500	38' DOWNEAST	1978	67,500
26' CHRYSLER	1977	13,500	38' ERICSON	1980	87,500
26' CLIPPER	1973	6,300	38' FARR	1980	88,000
26' COLUMBIA	1969	8,000	38' FARR	1983	88,200
26' ERICSON	1967	9,500	38' MORGAN	1978	87,500
26' PEARSON			38' SABRE	1983	114,900
COMMANDER	1965	5,000	39' CAVALIER	1980	115,000
26' RANGER	1976	11,500	39' ERICSON	1971	55,000
26' S-2 7.9/trlr	1982	21,500	40' HINCKLEY	1963	95,000
27' C&C	1977	28,900	41' RHODES	1960	49,500
27' CAL 2-27	1974	22,900	41' TARTAN	1975	69,500
27' CAL 2-27	1975	25,900	42' COOPER	1981	127,500
27' CATALINA	1971	8,900	42' IRWIN	1975	120,000
27' ERICSON	1973	25,000	43' SCHOONER	1979	95,000
27' O'DAY	1973	20,000	44' NORDIC	1982	165,000
27' SUN YACHT		22,750	44' PETERSON	1977	117,500
27' TARTAN	1975	20,500	45' FAR EAST	1970	72,000
28' COLUMBIA	1969	15,000	45' LANCER	1983	185,000
28' PEARSON	1976	26,000	46' GARDEN CSTM	1970	98,500
28' SAN JUAN	1979	26,900	47' GARDEN		
29' CAL	1970	21,950	VAGABOND	1983	139,500
29' LANCER		25,000	48' C&C	1982	240,000
30' BAHAMA	1981	38,990	50' CHALLENGER	1973	220,000
30' CAL 2-30	1968	22,000	52' SITALA	1983	375,000
			60' CLASSIC, wd	1911	150,000

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TASHIBA — 36
TASHIBA — 36 Pilothouse

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TASHIBA — 40
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LETTERS

rules to get information she doesn't really need. For goshsakes, if she's 150 miles out of Cabo on her way to Mazatlan, she's bloody almost there, and therefore is in a better position than anyone to know what weather she'll have for the remainder of the trip.

Amateur radio is a great thing, but the above are two reasons we rarely turn our set on.

□ TAKING EXCEPTIONS

I take exception to your scathing response to Judd Smith, KA6ZAL, wherein you take him to task for saying that a ham ticket is a "filter" to keep undesirables out of the spectrum. You likened him to Hitler and consider his 'filter' to be prejudice.

You were wrong! Filters are necessary because we are not talking about race, religion, sex or any blanket group. We are discussing levels of skill. If you were to dispense with such filters, you might board a jumbo jet to someplace and find that the pilot lacked the basic knowledge required to land the plane.

Filters of skill are required when the safety and rights of others could be imperiled.

Joe 'Skip' Spence

Naval architect, ex-electronics engineer, advanced ham licensee, commercial radiotelephone licensee, sailor, boatbuilder, private pilot, ex-sky diver, member of Mensa, etc., etc.

Little River, CA

Joe — We don't know if it's Freudian or what, but Judd has a way with picking words with nasty connotations. The dictionary says filters "remove unwanted components". That's perjorative as hell, and consequently we hope the certification of pilots and the licensing of ham operators has nothing whatsoever to do with filtration.

Then there's Judd's great two lines: "Dull people are everywhere. From the beginning bright people have plotted methods to segregate themselves in inoffensive ways." Right there you've the basic building blocks of every kind of discrimination known to man.

It's just a personal opinion, mind you, but we think Judd would have profited from spending a little bit more time on English and less time on code.

□ WHEN CAPT. TUNA SPEAKS, ALL THE CATS LISTEN

Felicity, a CT-41 ketch, rode out 65 knot winds and 30 foot seas with bare poles on her way to Catalina, all the while dragging a 100-ft line and a motorcycle tire at four knots.

It happened from a Sunday at 0700 to a Wednesday at 1900 in June of 1983. Three hundred and fifty-two miles were covered.

A point of interest; with the moonlight at 0300 you could see three waves on the horizon, then a half mile behind that another block of three waves.

Capt. James 'Tuna' "Chicken of the Sea" Boyer
Martinez, CA

James — That's interesting, and we're delighted you took the time to share that information with us. But was there any particular reason for the delay?

□ RENDER UNTO CAESAR

I would like to give some credit where credit is due.

Last year I went to Al Ceasar of Al's Marine Store at Pete's Harbor with my Apelco VHF. The radio was old and broken, and I hoped to have it repaired. Incidentally, the radio wasn't purchased from Al.

During 1986 the radio spent more time in the shop than on my boat; when I had the pleasure of its company, it rarely worked for more than three or four hours.



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LETTERS

Except for the first two times, when Al sent the radio for repairs it didn't cost me a dime. He was persistent, too, continuing to send it back for me even when I was ready to use it as an anchor.

It's nice to know there are still people who will go out of their way to help.

Alas, despite Al's excellent efforts, it never did work properly again. Not even as an anchor.

Rick Schweiger
Shadow
Brisbane

□ BASTON, THAT'S MY HOME

About that photograph in the January *Sightings* titled "Nifty November, Delightful December".

I'm waiting for a bus to get to work. It's 17 degrees here in Boston and snowing hard. It's snowed twice this week already and another storm is on the way. Blee-aahh!

Anyone want to trade?

Sarah 'Chilled' Elkind
The Commonwealth of Massachusetts

Sarah — You might be able to work something out with the folks at International Falls, Minnesota, but you'll probably get few takers from Northern California. Probably the best thing you can do is keep repeating to yourself, "One if by land, two if by sea, here in Boston we're blessed with lots of history . . . one if by land, two if by sea, here in Boston we're blessed with lots of history . . ." After a couple of months of that it will be spring.

□ TRAILERING TIPS TO BAJA-HA

Having read *Latitude 38* for eight years, I always thought my first entry would be a *Changes of Latitudes*. But then again, I never thought I'd own a wooden boat until I could afford hired help to do the sanding and painting. Yet here I am, writing to *Letters* and owning a wooden ketch — with four haulouts — callouses and carcinogens to prove it — under my belt.

I live in San Quintin, Baja Northe, which is why I'm writing. While the idea of trailer boat owners caravanning down to La Paz and Baja-Ha Race Week is great in theory, those of us who live on the Baja peninsula would like to offer a few suggestions.

The first thing you need to know is that once you get a little south of Ensenada, there is an Immigration stop where you have to show proof of citizenship and tell where you are headed. A passport is a wonderful thing to have here, and you'll quickly be sent on your way. But not as quickly as if you have stopped at the Mexican Consulate in San Diego and acquired a visa. The Consulate's hours are 0800 to 1400 M-F. They are located in downtown San Diego, a close reach from Shelter Island, where you could unhitch your boat trailer at the boat ramp parking lot, allowing you to drive downtown without it. If you go in the morning, it should only take about an hour.

It's also possible to get one at the Tijuana border crossing, but you'd have to leave your car unattended to do so. Not that you would have to worry, but why take chances?

Secondly, insurance for your car and boat can be purchased in San Ysidro before you cross the border. It's not expensive, just make sure you have the car, boat and trailer registrations with you. You can usually change dollars to pesos at an adjacent building.

In fact at the last United States exit, if you stay to the right at the stop sign, there is a large shopping center where you can get insurance, change dollars, and purchase most anything you think you might need for the trip. And remember, paper supplies in Mexico are

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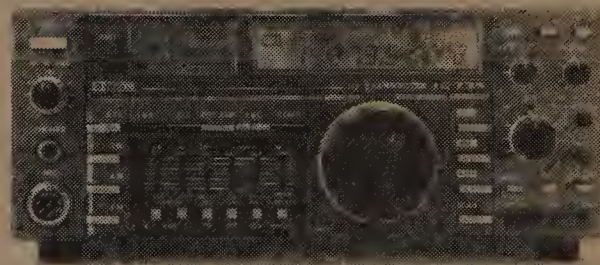


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LETTERS

expensive and of poor quality; so bring plenty of T.P. and paper towels. And ladies' lunar supplies are few and far between, so be prepared. Furthermore, there are no rest stops between towns; and even in town *banos* are not supplied with paper products. The *banos* at the toll road toll booths are the best, but the last one is north of Ensenada.

Once you get south of Ensenada, the road is no longer divided. Thus, a two-lane highway can get mighty congested with four or five vehicles pulling trailers. I would suggest that a caravan break up to enable faster moving vehicles to pass. Perhaps the maps could be checked and various meeting points arranged. Since there's only one road, you could arbitrarily arrange to meet one or two hundred miles down the line. You won't miss each other.

When you see a yellow sign with a cow on it, it doesn't mean a groups of cows may cross ahead. It means that you're likely to meet a cow standing in the road. They range freely and don't always move. While travelling at night, you have to be on the lookout for trucks without lights as well. Actually, many of us who live in Mexico choose not to drive at night.

There are reasonably priced motels along the peninsula. For example, the park where we live in San Quintin has small trailers with excellent facilities for \$6 a night. In addition there are two first rate restaurants, hot showers and washing machines. A local *deposito* sells cases of Corona, which after the initial purchase works out to 22 cents a bottle. There's also an oyster farm on the bay, where oysters sell for \$1 a dozen. There are also clams the size of softballs and other treats too numerous to list.

On the way to Race Week, just remember that getting there should be half the fun. The long trip will be memorable enough in itself, so it's wise to avoid problems before the "shit happens".

We were at Baja Ha-ha Race Week last year and had such a ha-ha time our cheeks hurt. This year we'll drive down. We flew last time, which meant having to leave our daughters at home. But after hearing all the wails: "Where are your daughters?", we thought our 23-year-old and 17-year-old might enjoy it, too. The only thing is, if they wind up cruising through the anchorage aboard *Joshua* during the a.m. hours, there may be hell to pay, mates!

Paula DeMello & Dr. Atomic
Yacht Viking
San Quintin, Baja California Norte

Paula & Dr. Atomic — Please correct us if we're wrong, but our understanding is that you do not need a permit for a car, trailer or boat when traveling in Baja. Permits are only required if you take the car, boat or trailer to mainland Mexico.

This has always been our understanding and is confirmed on page 71 of Jack Williams' The Magnificent Peninsula.

□EARLY OUTBOARDS

In the January *Letters* column you questioned the validity of a cat-boat being towed by an outboard motor around the turn-of-the-century.

In 1903 the Wright brothers were credited with the first successful flight from Kitty Hawk, North Carolina. But according to some people, the first plane was actually flown six years earlier by the Johnson brothers in Kansas. Their plane was powered by one of those new fangled outboard motors.

The oldest outboard I have personally seen was a Johnson manufactured in 1907.

I enjoy the *Letters* and *Changes* sections the best and I find a lot of other useful information to file away. The one thing I would like to read is more articles about Bay Area yachties who spend time in the

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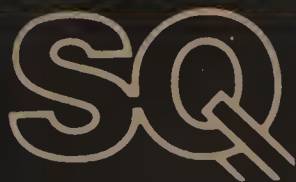
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LIVEABOARD

Flying Dutchman....78,000
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LETTERS

Med or who have cruised the coast of Brazil. The reason is because I hope to soon start building another cruising trimaran to retire on, and have seriously been thinking of the Italian Riviera or Brazil as suitable places to set my hook.

Louis Colantuono
San Luis Obispo

Louis — From the folks we've talked to, Brazil would be a fabulous place to cruise and retire. In fact, many Europeans' circle of the Atlantic includes a trip to Brazil. As for the Med, Spain is supposed to be the place. We've got a long interview about a San Francisco couple who cruised there and back, but we just haven't been able to squeeze it in yet. Soon, very soon, we hope.

☐ WE SHOULD DO MORE TO SUPPORT THE COAST GUARD

I read your magazine from cover to cover every month — the ads, too! I rely on it for local race information, what's going on in the area, and general information about the sailing community. It is my monthly fix on my addiction.

A couple of other items. A few months ago you reported a new marina was soon going in between Oyster Point and Brisbane. I haven't seen any construction in that area, and have heard through the grapevine that SFO was trying to block the development. Any update?

Secondly, I have had a few experiences with the Coasties, the most recent trying to recover a tender lost a couple of months ago by Eddie Alexander of *Magellan*. The Coast Guard was very helpful once everything was ironed out; they even brought it up to San Francisco on a cutter.

I have always found the Coast Guard to be helpful and courteous. I think we in the boating community should do more to aid the Coast Guard, which is facing smaller operating funds and greater demands on their resources.

Austin Henke
Mountain View

Austin — If we remember correctly, we reported that the big marina/hotel complex between Oyster Point and Brisbane merely had gotten approval from the BCDC. And like you, we heard that it had run into some other snags. But we do not have an update at this time — maybe someone in our readership can help.

As for the Coast Guard, going beyond the call of duty for recreational boaters is the norm for them. They are terribly unappreciated.

☐ UNA MAS? NO MAS, GRACIAS!

Regarding Mr. Johnson's January reply to my letter in *Changes* on the mudsucking scumbag Jesus in Ensenada; I have no doubt that all things, as Mr. Johnson points out, have a value, and his letter goes on to point out several "what if's".

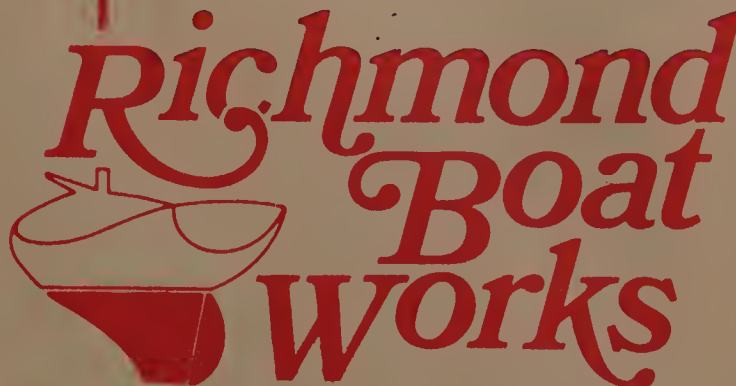
What if a fishing boat comes in and you are tied up to the buoy? Good question, Mr. Johnson, and no doubt your vastly superior acquaintance with Baja, Mexico and sailing will allow you to dig deep into your nautical experience and come up with the correct answer.

My letter, however, dealt with the illegal renting of buoys in Ensenada. That scumbag Jesus knew it was illegal as did his boss Tino, and yet he chose to do it anyway. If Jesus is such a credit to Ensenada, why was he fired by Juantio, his previous employer? Or why was he thrown in jail for discharging a firearm toward shore while intoxicated? Or why is it that after cheating a yachtie out of money for brightwork not properly done, did he falsely claim to the

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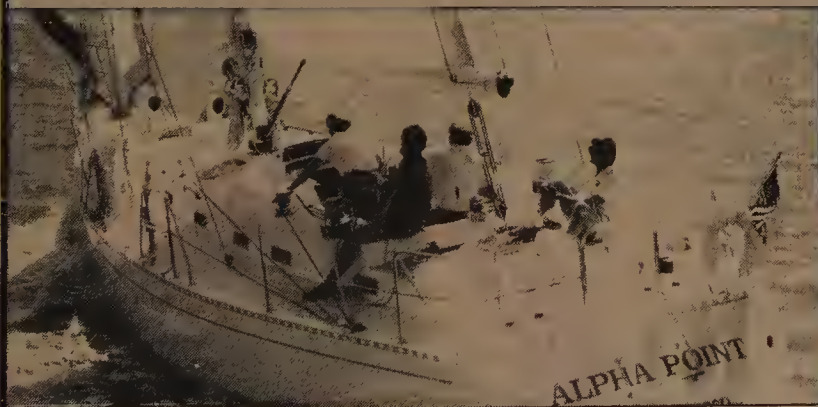
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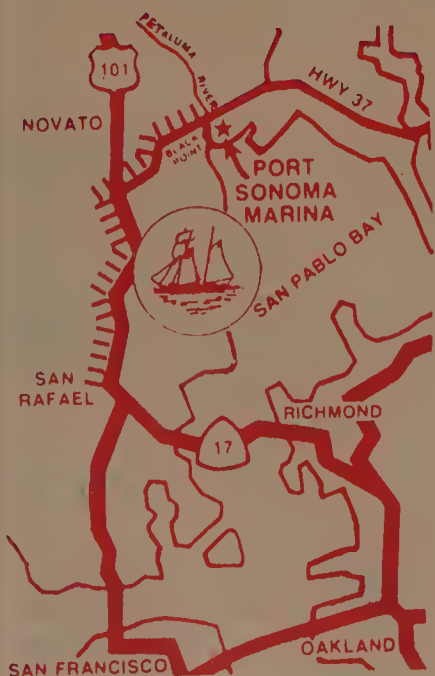
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LETTERS

police that there were arms onboard?

If my warnings are insufficient, Mr. Johnson, then by all means believe his unctuous words as he greets you at the mouth of the harbor, "Hello, my friends!", while reaching into your back pocket for a fin? Or maybe he greases you so well that you never knew you were being screwed.

Everyone in that harbor you take the time to talk to will tell you exactly where Jesus is coming from. The locals have named him "mudsucker" because he lives in the mud and attaches himself to suckers.

Enjoy your stay in Ensenada, but while you are there get your facts straight. If you take a moment's respite from Hussong's and talk to the new Port Captain, maybe you'll find out about the current changes and developments in that town. But until then, your "what if's" are about as sad was "what might have been".

Jerry Metheany
Krisarin
Puerto Vallarta

Jerry — We don't know if your evaluation of Jesus is correct, if Mr. Johnson's is correct, or if Jesus is a schizoid. What we do know is this entire matter has gotten blown out of proportion, with the result that both of you are flying hurricane warnings when there aren't even cat's paws. Is it all right if we let it slide?

☐ PLEASED WITH ORION, CREW, AND LA PAZ

Since we just returned from a week as Orion's first La Paz charter, we were interested to see the January Sightings article about this yacht.

Richard Johnson is a delightful skipper. His familiarity with the area made our first time visit to the Sea of Cortez very relaxed and enjoyable.

The area around La Paz is fascinating; with lots of wildlife to watch, clear water for snorkeling and interesting islands to explore. The weather was perfect; sunshine and good breezes.

We fell in love with the Swan, and sailing her was the best part of the trip. She is fast and fun to sail — a true performer. Unfortunately, we are now spoiled and it will be that much harder to find a cruising boat of our own which will live up to the standard set by Orion.

Lannie and Joe Staniford
Hayward

☐ THE WAVE OF THE FUTURE

I can't help mentioning that your magazine is the greatest. Having read it for more than five years, I have always found it informative and entertaining. And if it wasn't for your Crew List, I would have missed out on some good sailing.

A year ago I placed an ad for a 'liveaboard situation' in the Classy Classifieds, and through it found an almost ideal liveaboard situation. Unfortunately, the owner has decided to try out being a "boat person" — meaning he's giving living aboard a shot himself.

Liveaboard addict I am, I'm once again advertising in the Classy Classifieds for another boat to liveaboard. I hope the ad — it appeared last month — does the trick. Frankly, with the present housing shortage, I think liveaboards are the wave of the future.

Michelle Price
Northern California

Michelle — Let's just hope it's not too big a wave. While we think living aboard is a noble way of life for sailors, the last thing we want is to see marinas become centers for low-income housing. It drifted that way about 15 years ago, and it was not a pleasant sight.

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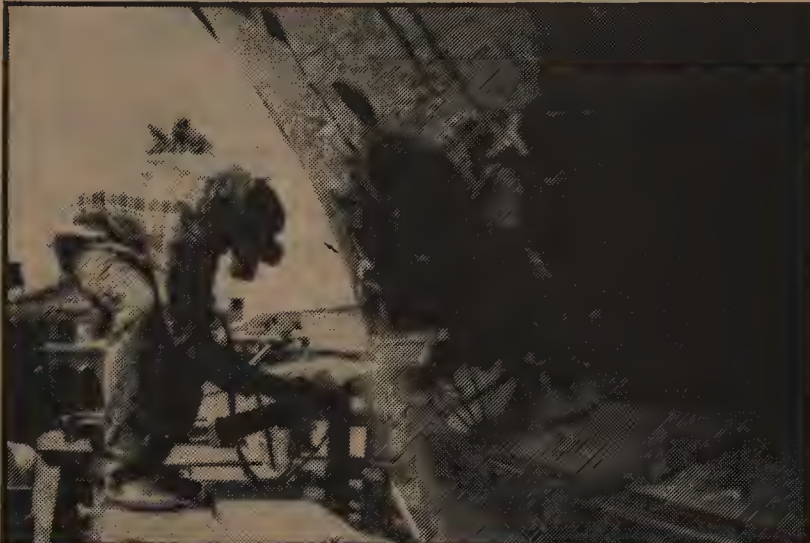
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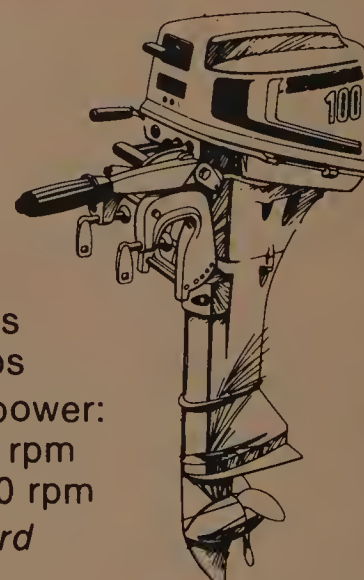
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LETTERS

□BABY TREATS

I was babysitting my three-month-old son and reading the February issue when he gripped one edge of a page. He managed to tear half of it completely out and put it in his mouth.

Latitude 38 is the first magazine he tried to eat.

A little later he threw it up. It was just too funny.

We both love your magazine.

David Howard
Northern California

□WE LIKE THE ANSWER, BUT WHAT WAS THE QUESTION?

The answer is yes! Even on the 46th parallel, *Latitude 38* is read and regarded as the best damn sailing sheet on this coast.

And that comes from numerous San Francisco area buffs that have been transplanted to "the graveyard of the Pacific".

T.R. Hull
Coast Guard Station
Cape Disappointment, WA

□I'M WORRIED NOW

Enclosed you'll find a check for a subscription and for advertising in the Crew List.

Your words of caution about the Crew List have me a little bit worried, though.

I recently moved here from Michigan, where I have been crewing on boats since I was young. I hope to become involved in racing and perhaps a cruise this summer.

Cathy Bradford
Northern California

Cathy — We deliberately use strong words of warning because we want to scare away those who are unsure if they should participate. The Crew List is for folks who can evaluate people and situations on their own and are willing to take responsibility for their decisions. It has to be that way because there's no way we can guarantee the quality of all the people and boats involved.

□MORA IS BETTER

On behalf of the women who became known as "the Little O's" last MORA season — Viola Buckner, Liz Ferrier, Sue Gombasy, Fran MacDonald, Julie Olaso, Nancy White and myself — we want to thank you again for the use of your boat.

We know this whole litigation mess has made it impossible for you to let us sail the Olson 30 this season. You are sorry. We are sorry, but we understand.

We thoroughly enjoyed *Little O* and racing in MORA. For other sailors who have been thinking about racing in the ocean, do it this season. It's great and the MORA fleet is very supportive and helpful — even if you aren't a boatload of women.

Glenda Carroll
San Rafael

□THE HEAD COUNT

In January of 1986 we moved onboard *Jaja*, a CSY 37, to work out the bugs before my retirement as a State Farm Insurance agent. For most of that year we were fortunate to have a berth in Alameda's Village Marina. The facilities there were great, and included clean bathrooms, hot showers and plenty of heads and lavatories.

I knew we couldn't expect the facilities to be as good at other marinas we might visit, but we were not prepared for what we saw at Pillar Point Marina. With the installation of the new breakwater and marina, I thought we would be afforded a good shower in up-to-date

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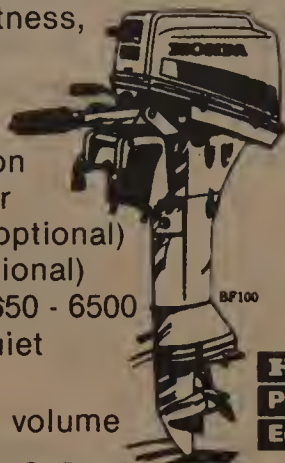
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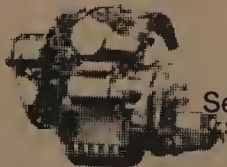
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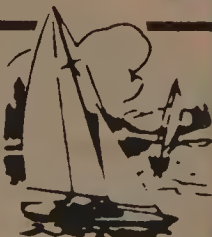
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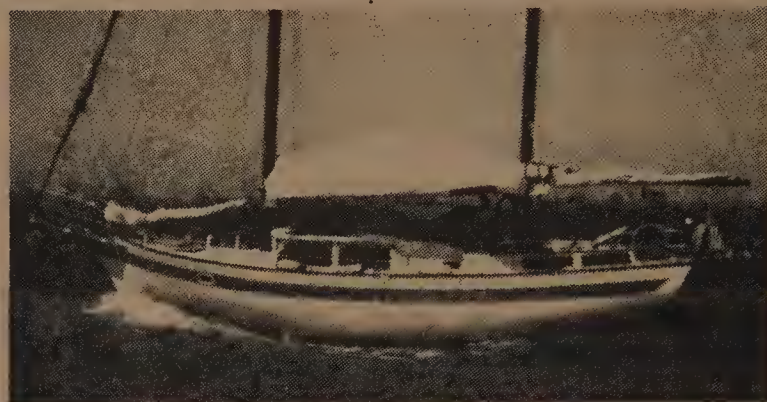
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LETTERS

facilities.

Boy, was I wrong! The upkeep at this 'new' marina had the place looking like it was 15 years old and had never been cleaned. It gave the word filthy a whole new meaning. I spoke to another cruiser today from San Leandro, and during their six-day stay they could not stomach the use of the showers.

I started to write to the county supervisor in charge of the marina, but I put it aside until I read *The Bay Wanderer* story on Pillar Point in *Latitude 38*. Next time tell the Bay Wanderer to check out the housecleaning of the marina facilities he visits. Maybe he could have taken a picture of the mold growing on the Pillar Point shower walls. On a scale of 1 to 10, he probably would have rated the Pillar Point heads a minus 5.

I'm trying to visit many yacht clubs here down south. There are some great ones with outstanding facilities and people. I believe the Pacific Corinthian YC at Channel Islands Harbor has been the best so far. Their Friday night buffet is better than the Claremont Hotel's Sunday Brunch, and it's just \$12.50.

I'm now a guest of the Dana Point YC and feel like I am being entertained in the court of a king. This spring I will truck *Jaja* to Texas, and later plan to cruise the eastern seaboard and the Caribbean.

Howard and Robbie Wilson
San Leandro YC

Howard and Robbie — The Bay Wanderer's assistant tried to check the restrooms at Pillar Point but was locked out. Next time he'll be more persistent. Rating the heads, that's a fine suggestion.

Incidentally, you never know where you'll find disgusting heads. By far the worst heads we've ever seen were at the supposedly magnificent Las Hadas Hotel. Hopefully someone's been in to clean them since.

As for Southern California yacht clubs, by and large you'll find they have much better facilities than Northern California yacht clubs. It's understandable, too; the people down there are willing to pay lots of money to have a nice place to get off the freeways and out of the smog.

☐ MORE CARIB COVERAGE

Enclosed is a check for a gift subscription for a land-locked friend in Phoenix who aspires to PC (that's post-children) retirement in the Caribbean on a modest craft of 50-60 feet.

We applaud your increasing coverage of that area. We did the BVI's four years ago, which we enjoyed thoroughly, and just returned from ten days aboard a Moorings 50 out of St. Lucia. For sailors who have thought about the Grenadines but have procrastinated, we say, GO! Steady winds of 18-25 knots, exhilarating inter-island passages in 6-10 foot swells, warm water, friendly people, great seafood, beautiful beaches, few tourists — it's wonderful.

We echo your positive review of the Moorings. They have their act together and are great to deal with. The 43's and 51's are beautiful and very well-equipped. The 50 is fast and stable, but the forward staterooms leave something to be desired in terms of space, especially for sleeping.

We met some French charterers who used some other company — not CSY or Stephens — and lost two days to dead batteries, a failed water pump and a stubborn outboard. This was not to mention the fact that their "captain" had never been in half the anchorages they visited. You get what you pay for.

As an aside, we encourage anyone other than total couch potatoes to do the majority of their own provisioning. We took along two care packages of goodies which we knew wouldn't be available (caviar,

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LETTERS

tabouli, humus, good olive oil, spices, pita bread for sandwiches, etc.) — hey, what do you expect from Californians? We were able to find virtually everything else we needed in local markets — fresh vegetables, milk, fresh-baked bread and muffins, etc.

For a ten-day trip, we suggest you start with split provisioning for say four days, which will allow plenty of time to get to Bequia (south) or Castries (on St. Lucia) or Martinique (north). We took split provisioning for six days and had to spend two hours negotiating swaps so that we wouldn't end up with hot dogs, hamburgers and greasy salami. The local boat boys will see that you have access to plenty of fresh fish and lobster (the latter at \$4/lb. U.S. or less!).

Also enclosed are some pics of *Diabliesse* at anchor in the main harbor at Bequia. The captain and crew send their regards to everyone back home in Northern California.

Morgan and Joyce White
Ivresse
Woodside

Morgan and Joyce — We're stunned at the west coast interest in the Caribbean. We'll have many more articles to come.

□ I HEAR IT WILL SHORTEN MY SAILING CAREER

I have a confession to make. My friends will all laugh, but secretly they probably wonder, too.

Just what the hell is a lee shore?

I know they are bad, something I should avoid, like V.D., and that they can shorten my sailing career. I just don't know why.

People nod sagaciously when I ask them, yet nobody has come up with a logical explanation.

Capt. Denny Boardman was heard to say, "you can't f—k a ship off a lee shore!" I truly believe him, just tell me why!

Mike Sisson
Mysticeti
Pinole

Mike — Eric Hiscock defines a lee shore as "A shore under a vessel's lee; one towards which the wind tends to drive her." Having read that, you probably still don't know what one is.

Let us take a crack at it. The first thing you have to understand is that a lee shore depends on what direction the wind is blowing. For example, if the normal summer westerly is blowing, San Francisco's Ocean Beach is a lee shore. Similarly, the west face of Angel Island and the Berkeley waterfront would be lee shores. Sausalito's Hurricane Gulch, Belvedere Cove and the Tiburon Peninsula would not be lee shores.

But if the wind changed direction and blew from the east, Ocean Beach, the west side of Angel Island and the Berkeley waterfront would cease to be lee shores.

What makes a lee shore dangerous is that the wind is blowing you down on it, and if the wind, seas and currents build up enough, you may not be able to sail away from it; i.e. you end up on the rocks.

Sailors don't like to anchor for the night on a lee shore, because if their anchor drags their boat will be up on the rocks before they know it.

But sailors who anchor on the leeward side of an island or body of land can sleep like babies, because if their anchor drags, they simply drift off into deeper water.

Why would anybody ever want to anchor on a lee shore? Sometimes it's all that's available.

□ SO MANY CHOICES

I am shopping for a 30-ft sailboat for my family and me to enjoy sailing in the Bay. After attending two boat shows and talking with

Navigating In Fog Is No Fun!

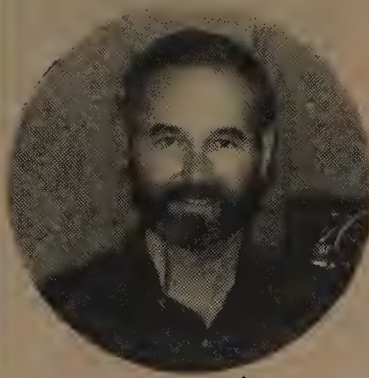
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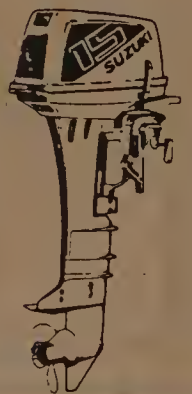
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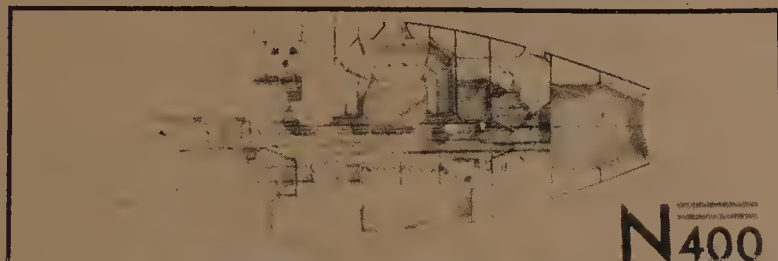
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"People go to a lot of trouble and experience a lot of inconvenience to do anything with a boat. I mean, that's the nature of it. And the trade off is there's a lot of beauty involved.

"Men said they went to sea to haul the freight, but I think often they went to sea to get away from their wives and kids, and because there was a beautiful experience involved, I mean, a visually beautiful thing, that boats were attractive things to people.

"I think the aesthetic aspect of wooden boats—and boats in general—is often overlooked in our rather crass and commercial environment. I think practically everyone loves wood as a material for boats but the utility of it came into question and there was a great rush to avoid having to varnish or paint in the traditional ways.

"And the beauty of fiberglass is that it's brought a lot of people into boating, it gets them started—and many will stay with it. It is convenient, not to have to work every day on the boat.

"But part of the fun of owning a boat is working on it, and a real problem for people with *either* wooden or fiberglass boats, people who love their boats and enjoy working on them, is that most of the boat yards on the bay are really just parking lots for boats.

"They use a machine called a travel lift or tandem lift, straps that go under the hull, and they pick up the boat and walk away with it, with a stradle crane, and they park it someplace that looks very much like a parking lot, there are lanes painted right on the pavement, and it's a very sterile and uninteresting environment.

"There's nothing wonderful like caulking going on around them, or someone getting geared up to cast a keel, or you know, laying up a wooden spar, or any of that stuff—it's just a parking lot. And people go there and their relationship with their boat is that they scrub the bottom and they paint it if it's a do it yourself yard, or if it isn't, somebody else paints it. And that's just the sum total of a boat yard for them.

"Well, what you see here at Stone Boat Yard is a very different thing.

"The special thing about this place is that it has *everything*. If you want to get an old wooden boat out and caulk the bottom, the caulking tools are around here—and so are the people who know how to use them, too. If you want to cast a keel, we've got the forge and the pots and the pit.

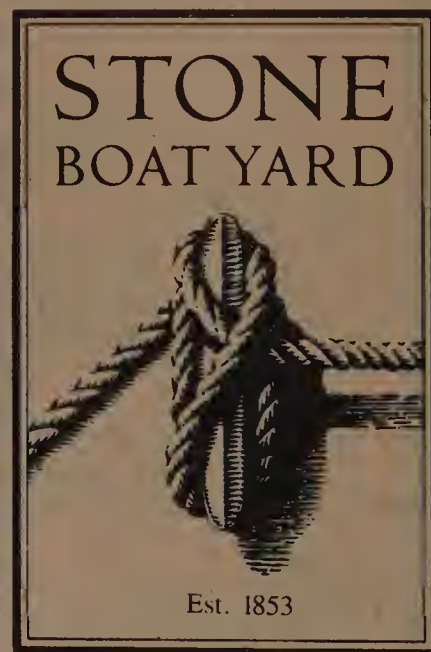
"We're fixing all this up, cleaning it all up, we have old photographs of many of the great wooden boats built here over the last 135 years, and we're going to hang them in the big shed, and we've found all sorts of old tools and molds we're going to put out and use.

"I think you'll see us building some more great wood boats here, too. It's all here to do it. We can bring trees in one end of this yard and launch a boat out the other. All the old saws and machines are here *and* there's Jack Ehrhorn, who this July will be celebrating his fiftieth anniversary at Stone Boat Yard. *Fifty years building boats*. This is a place where quality work can be done, and where we can guarantee quality work to our customers.

"At Stone Boat Yard we're going to welcome anyone who loves boats, and not just wooden boats. We've got a travel lift, and we do just a fine job of hauling out fiberglass boats.

"So Stone Boat Yard welcomes any and all boat owners, who love boats, and sailing—and real boat yards."

Bill Bode



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since 1853

LETTERS

boat salesmen all over Alameda, I find that my choices range from a Clipper Marine 30 for about \$8,000 to a Nonsuch 30 for about \$60,000. I have also seen 30-footers for every price in between.

Where do I find the information that will really help me understand the differences between boats and determine their relative values? Does spending more money mean I will get a better boat?

Please help!

Bob Shirley
Alameda

Bob — We wish somebody would invent a potion that would facilitate instant understanding, but until then it will have to come with experience.

For example, if you and your family had to sail a Clipper 30 to weather into 30 knots and a steep chop, you'd quickly come to understand why it costs less than, say, a \$28,000 Yankee 30.

(This is not to say that a Clipper 30 isn't the boat for you. Used prudently, they can provide sailing pleasure).

Does spending more money mean you'll get a better boat? Up to a certain point it does, after which you're paying for style, speed, interior space and other things.

What's that certain point? As a guideline for used 30-footers, we'd suggest you check the used prices of familiar California racer/cruisers such as Islander, Pearson, Cal, Santana, Newport, Catalina and Ericson. By and large these are all suitably built boats for Northern California. If the 30-footer you're considering costs either way more or way less than the average of these, you owe it to yourself to determine if there's a satisfactory reason why.

After you own a boat and use it, the relative value of the various brands of boats will gradually become clearer. After a couple of years you'll be able to point at a boat with confidence and say, "That's the boat for me!" But, it is going to take owning a boat and a couple of years.

□ IS IT POSSIBLE?

Am I crazy? Not only do I read your magazine cover to cover but I pay to do so! Now I find that a little strange, seeing how I live and boat in Massachusetts and you don't even know where DownEast is. But at least I found it refreshing that you were a cut above most in your general attitude. (By the way, attitude is defined in my dictionary as mental or moral disposition. I'm referring to the mental part as I'm not so sure about your moral disposition.)

Well, I felt betrayed and appalled when I saw your ad for *Latitude 38 Adventure Charters*. Come on, boys! "We'll spoil your wife or girlfriend. She won't have to do any shopping, cooking or cleaning up. Ladies will love the unlimited supply of hot water."

Granted, I'm not familiar with California, but out East everyone shares in all chores aboard. Women navigate, work the foredeck and skipper and yes, even men take showers.

Your ad assumes that the man chooses the boat, navigates and handles sails and the helm. Besides owning my own sailboat, I have chartered boats in the past and will most likely do so in the future — but would never consider your boat based on this stupid ad.

Jeanette Denby
Amesbury, Mass.

Jeanette — They always said that things were different on the west coast, and this must just be another example of it. You'll find this hard to believe, but out here there are still a few women that have to do most of the shopping and cooking. Not too many, mind you, but a few. And this is really going to come as a shock to you, but there are even a couple of women out here that still do most of the clean-

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PAD EYES




TANGS

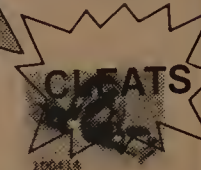


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5/32	3/8	40'	50'	116.00	58.00
3/16	7/16	60'	60'	148.00	74.00
7/32	7/16	60'	60'	196.00	98.00
7/32	1/2	65'	65'	229.00	112.00
1/4	1/2	70'	70'	250.00	125.00
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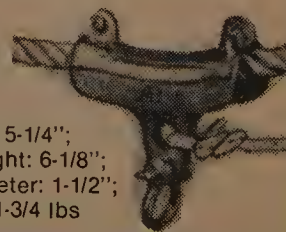
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Length: 5-1/4";
overall height: 6-1/8";
inside diameter: 1-1/2";
weight: 1-3/4 lbs

LETTERS

ing up after meals. Probably just ten or twenty is all.

The funny thing is, though, just about every single one of them must have read our ad. We know, because they all called up to say they were — no, not appalled — but very intrigued by the idea of a galley free sailing vacation. And it's not that they can't steer, navigate or work the foredeck; most of them do that in addition to the galley routine.

Seeing how easy a woman's lot is these days, it's probably silly of us to try to market our charter boat by catering to the woman sailor's preferences, but we'll probably persist.

□ NO MARATHONS, PLEASE

Please consider making the Crew List parties late enough so that those of us driving up from Race Week in Mexico don't have to marathon it.

Al

Broadreacher

Al — With only four weeks between 200 pages issues, there's simply no way we can delay the Crew List Parties any longer than we do. Sorry.

□ THE BAHAMAS ARE MY CHOICE

Some comments on your *Caribbean Primer*, from someone who sailed *Anthea*, an Alberg 35, from the Chesapeake, to Florida, the Bahamas, the Dominican Republic, Puerto Rico, the Virgins, the Leeward & Windwards, and on to Venezuela in 1984-85.

If you rank Antigua number three, it's sure not saying much for the region. We spent the majority of four days between the Harbor-master, Immigration, and the police station, trying to recover our passports which had "routinely" been taken upon our entry to English Harbor.

Ranking the islands naturally depends a lot on your point of view, and 900 miles of going hard to weather certainly adjusts that thinking. For a pure tropical island paradise, the Bahamas is my choice. There are beautiful empty beaches, almost unbelievable diving, and once you've mastered reef piloting, no problem finding an empty anchorage for the night. My specific choice would be the Exumas late in the season, making sure I brought along the *Yachtsman's Guide to the Bahamas* and plenty of beer.

Speaking of hurricane holes, I have to differ with the assertion that there are plenty of them. That might be true if you have an insured charter boat, but it sure isn't so if you're cruising the summer months in your own uninsured abode. If you really count them, I think you'll discover there are less than a dozen such holes between Grenada in the south and Culebra in the north. And, there are a lot of boats to get in those few spots.

Often overlooked, the Dominican Republic has some of the most enjoyable people in the Caribbean. The port authorities are very formal, but fair. Only three or four ports are open to cruising boats; stop anywhere else and you'll get a quick visit from the D.R. Navy. While dead serious about stopping drug traffic and protecting their country from a red threat, many of the D.R. commanders and captains were trained in the United States and would like nothing better for you and your boat to fall in love with their country.

While it doesn't have the best sailing, the D.R. is my favorite stop in the Caribbean because of the friendly people, low prices, the easy ground transportation and the beautiful countryside.

Except for the crowds, the Virgin Islands are really a wonderful place to sail. It's just that you've got to get used to the patented 'Virgin Island Anchoring Technique', an afternoon of undoing your anchor line from around some other guy's prop will bring you right

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Ease-of-handling. The advantages of North's full battened design are numerous. First of all, the sail is easy to furl. All you have to do is let the mainsheet run and cast off the halyard... the sail neatly stacks on top of your boom, between a set of lazy jacks, like a Venetian blind!

Durability. The use of full-length battens makes a very quiet, smooth sail and minimizes flogging, thus eliminating one of the primary causes of mainsail failure. This is one reason why large multihulls and round-the-world racers have recently chosen fully battened North mains.

Performance. With its extra leech area and fast, smooth shape held in place, the *FullBatten* main actually out-performs most conventional mainsails. You get improved upwind performance, better sail shape in light air, and a wider cruising range.

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One of the nicest things of all is how easy it is to install. The *FullBatten* is designed to fit most modern masts and booms. Just remove your old main and slip on the new... same track, same slides, same outhaul, and same reef lines!



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LETTERS

up to speed.

Paul Lever
Oceanside

Paul — We don't expect that people are always going to agree with our choices, but we're comfortable with them. Incidentally, the crew on Big O spent some time in the Dominican Republic recently and had a wonderful visit. It may not be at the very top of their Caribbean list, but they liked it a lot.

□ CLASSICAL GLASS

Last year I read about an event called the Plastic Classic. As I understand, it's for production fiberglass boats made prior to 1970.

Could you please let me know if that is true and when and where the next one will be?

John Dunn
Capitola

John — You're not going to believe this, but it was just a week ago that we tore down the poster for last year's event. But by our recollection, you've got the basic facts correct.

Unless we're mistaken, the Plastic Classic was held in July and we have every reason to expect that it will be held in that month again. The event was organized by John Super, who used to be at 824-5531. Unfortunately, that number is no longer in service. Are you out there, John?

Trophies for the event have been handed out by Miss Carol Doda, something of a plastic classic in her own right.

□ THE TIME AND INTEREST

We recently called you for information concerning charter companies in the British Virgin Islands. We were very impressed that you would take the time and have the interest to make a prompt, informative, long-distance return call.

Thanks so much for your help. This will be our second charter in the BVI's. Last year we chartered in St. Lucia and sailed between Martinique and Grenada. When we return from the upcoming trip, we'll drop you a line with our thoughts and impressions of the two areas.

Thanks again!

Bob Warren and Cindy Wheelock
Address Misplaced

Bob and Cindy — We truly believe in sailing, and therefore try and do what we can to help folks. Naturally, we can't call everyone back — especially long distance — but we try and go the extra mile to be helpful.

□ CURE FOR BOREDOM

A while back I was beginning to feel bored with your rag. In essence, I felt as though 38 was going the way of the slicks. The mood seemed to be slipping toward detached and I was fed up with Cabo Primers.

I am now pleased to report that you have recaptured my devotion with your response to the Burke/Trask case. Go for it man! Get passionate! Get mad!

I'm serious. Goddamn it, we need folks like you who are not afraid to vent your frustration and anger at this increasingly sterile, inhumane urban madness we inhabit. Unfortunately, most of us are all too content to sit on our duffs and dream of bare breasts on powdery sand while the values this land was founded upon are being sold down the river by the greed-heads.

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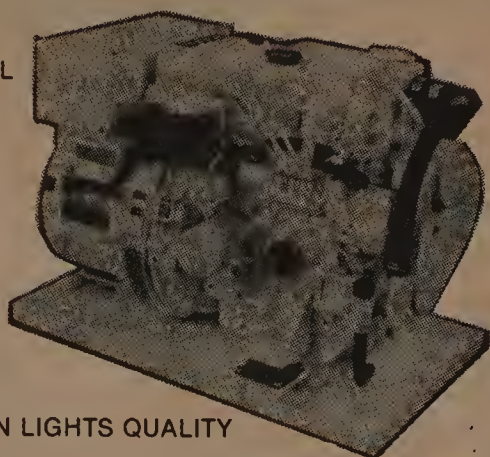
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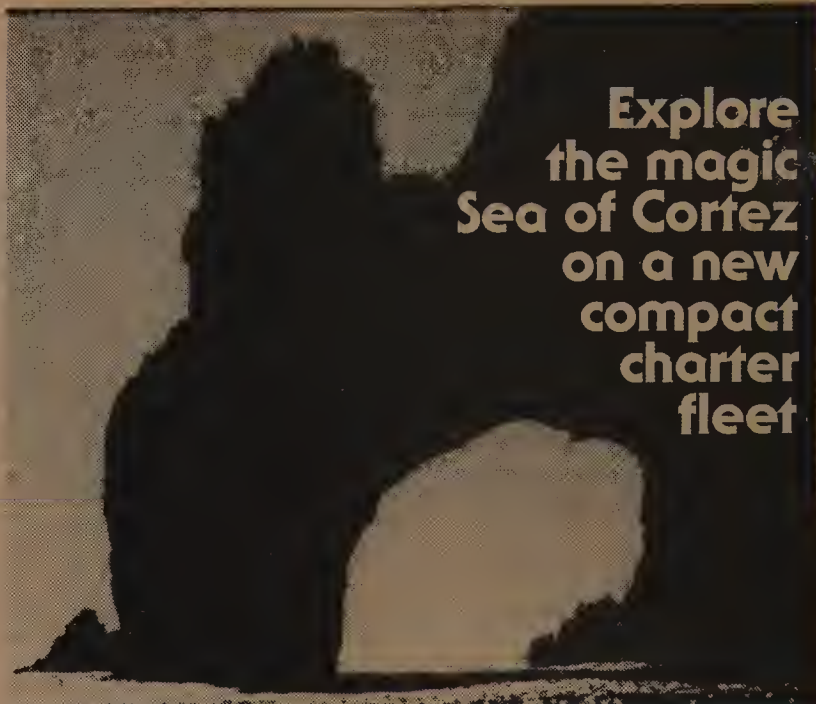
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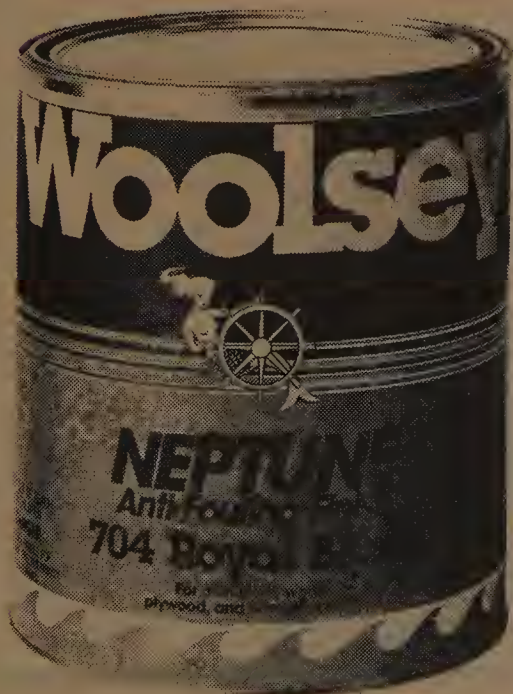
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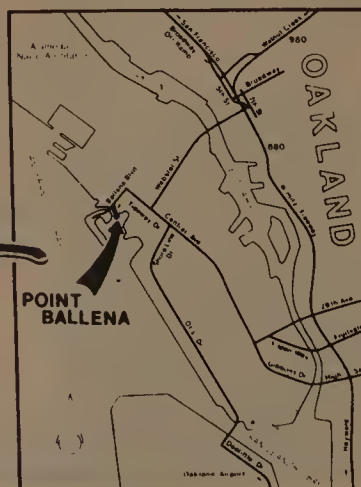
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LETTERS

vs. *Kookaburra III*. In the heat of pre-start maneuvering, *K-3* thought that Conners' boat cut them off necessitating a course change. *K-3* protested at once. After "cooling down" and looking at the video, they decided to withdraw the protest.

The parallel I'd like to draw here is that after a review, our port/starboard cross occurred with plenty of room separating the two boats. It was real nice of Mr. Doyle to give way when he was the privileged vessel. Friendly waves were exchanged and they even took our picture — thus I conclude that there was no "confrontation" or near miss that day.

I talked to Mr. Doyle about this and he contends that on that day, at the time, he was ticked off about our proximity but he did not mean anything by his letter but a "wrist-slapping". After explaining my position to him, I apologized and I must contend that I have never, nor will I ever operate a boat in a manner so as to endanger myself or those around me. My record speaks for itself.

Niels Kisling
San Leandro

□ BOMBING TO BAJA

I plan to trailer my MacGregor 25 to the Sea of Cortez in November. It is my understanding that there are places — San Carlos for one — where you can leave a boat and trailer for the winter season.

My objective is to do as little driving and as much sailing as possible. I would appreciate if any readers who have trailered boats to San Carlos or other places would contact me.

I would like very much to know what problems you have run into. For example, how do you cope with towing vehicles that require unleaded gas, which is unavailable south of the border. What about insurance? Documents for the boat? Cost of storage?

Tom Gorrell
(408) 274-1555
San Jose

Tom — Although not available everywhere and all the time, unleaded gas can be had in Mexico. Called "Extra" and pumped from the silver tanks, it's advertised as being 92 octane. If no Extra is available, many folks resort to using the leaded "Nova" — which admittedly does little for the smog control system. We suggest taking jury jugs to get you through the un-unleaded stretches.

If you're heading for San Carlos, it's only 248 miles south of the border, and you should always be able to get Extra in Hermosillo.

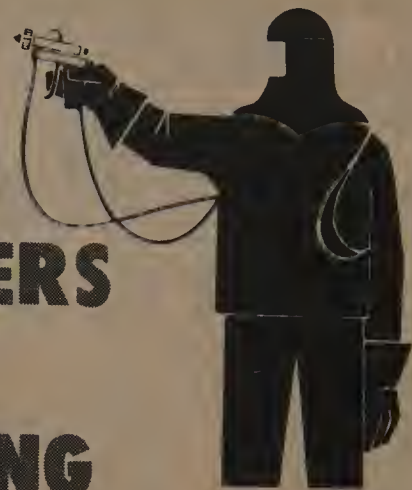
As for insurance, you must have it for your car, trailer and boat while on Mexican highways. United States insurance is not recognized, so buy Mexican insurance near the border at state-controlled prices. Only buy insurance for the time you'll actually be on the road — just a couple of days coming and going — or it gets expensive.

Whether you want insurance for your boat while it's on the water is another question. If you want it, buy it from a U.S. company.

In regard to documents, bring the registration papers for the car, boat and trailer. If you are using someone else's boat, car or trailer, make sure you have a notarized letter indicating you have permission. If you go down Baja you won't need any permits; if you go down mainland Mexico, you will need to get the proper permits at the border.

The best places to launch your boat and store your trailer and car are: San Carlos on the mainland side, and Puerto Escondido, La Paz, and Cabo San Lucas on the Baja side. While we can't give you the exact cost of storing your car and trailer, it's very, very reasonable.

A book we highly recommend you purchase is Jack Williams' very



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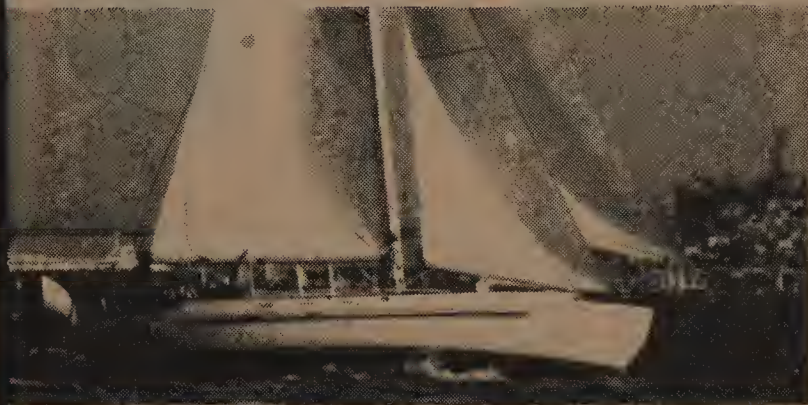
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LETTERS

detailed The Magnificent Peninsula, the Only Absolutely Essential Guide to Baja California. It will answer all your questions and it is accurate.

BAJA-HA HA

I will be camping in Baja during the week of Baja-Ha Race Week. Unfortunately, my boat will be in Santa Cruz.

But I would like to drop by and join the party, look up some friends, and perhaps crew.

What suggestions do you have for a sailor without a boat?

DJH
Santa Cruz

DJH — We suggest you come by the Gran Baja Marina in La Paz on the afternoon of March 31, at which time there will be Baja-Ha opening ceremonies followed by a big cocktail party. If it looks like a fun group, you might want to join in the rest of the festivities, which take place during the remainder of the week at uninhabited Isla Partida.

To get to Partida you either need to make friends with someone with a boat, or you can pay for the 24-mile trip. Once at the island, you can camp on the beach and participate in all the activities. Just remember, you must bring everything — including water — that you'll need along with you. If you care to leave the island mid-week to come back to La Paz, you won't have any trouble finding a boat

MANY FOND MEMORIES

The articles in the January and February issues of *Latitude 38* about the "R" boat, Ace, brought back many fond memories to me. I doubt the Ace ever sailed, during the time Arthur Rousseau owned her, that I was not aboard. I was even aboard when the boat was christened by Mildred Lyman and recall being aboard the boat when it sailed after the christening from Madden's Yard to the San Francisco Yacht Harbor. This was memorable to me because we struck Anita Rock Buoy and almost sank the Ace on her maiden voyage.

Mr. Jose was incorrect when he wrote that Rousseau did not own both the Ace and the Lady Gay. (As a matter of fact, both boats were named by Rousseau's mother.) In addition to these two boats, he also owned the *Fulton G.*, the *K Thanga*, the *Mogul*, the *Grayling* and the *Maybe*, all at the same time. Plus he owned the *Merry Widow* as a youth.

Rousseau built the Ace because he felt that Andy Dixon, sailing the *Machree*, and Lester Stone, sailing the *Rascal*, were ganging up on him. The idea was for me to sail the *Lady Gay* and run interference, while Rousseau would sail Ace and win the race. It turned out that the Ace was so fast she did not need anyone running interference for her, so he sold the *Lady Gay* to Charlie Langlais.

The Ace won every race on the Bay for four years and actually ruined the "R" class. As a matter of fact, the boat was so fast we used to drag a bucket overboard to slow the boat down and make the race interesting.

For a long time we thought the boat was unbeatable until we took her south to the Midwinter Regatta and faced Charles Welch, from Boston, with the *Live Yankee*. Welch won all five races, and I remember he stated he never used a mainsail over once. The last race was memorable. After easily winning the first four races, Welch turned the tiller over to Mrs. Welch for the final race. Mrs. Welch got the start, and then gybed around the entire fleet until she was last. The first buoy to windward was Point Fermin, and after sailing through the entire fleet, the *Live Yankee* reached the buoy first and, of course, went on to win the race. What a performance!

Rousseau was known as the "Old Fox" of the Bay. He earned the

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Stu Johnstone, *J-World*

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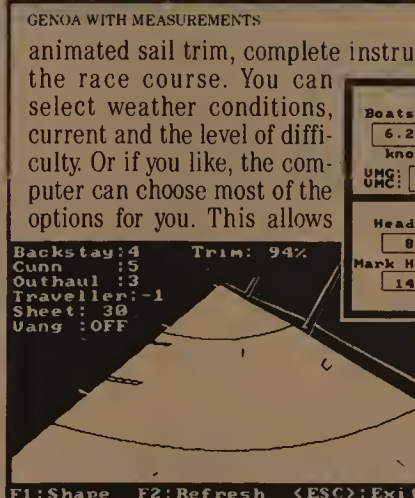
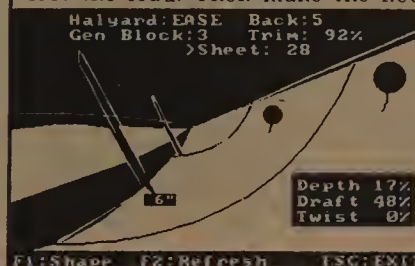
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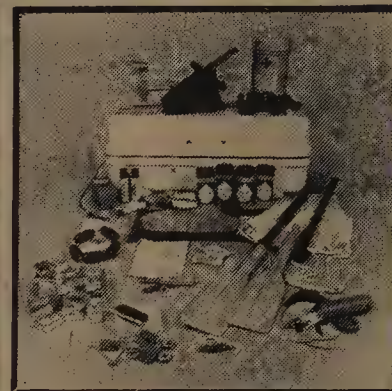
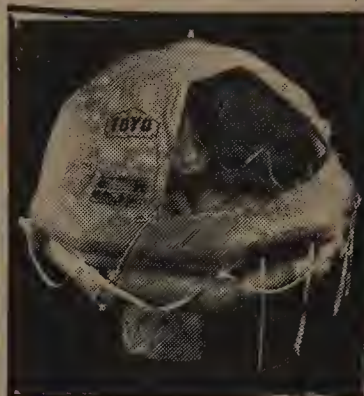
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LETTERS

moniker for a couple of reasons. First of all, current books were unknown, and he knew the currents better than anyone. Consequently, his competitors were always at a disadvantage because they did not know the currents as well as Rousseau. Secondly, he pulled many a hopeless race out of the hole when it appeared he had lost the race.

I remember one occasion when we were last at Crissy Field Buoy while sailing the Channel Course. Six "R" boats were in front of us when we set our spinnaker bound for Goat Island Buoy. Rousseau elected to pass Alcatraz on his starboard (which, to my knowledge, was the first time it had been done) and we reached Goat Island Buoy a full minute ahead of the second boat and, naturally, went on to win the race.

There are many tales and stories that could be written about Rousseau, but he passed away over 45 years ago and is all but forgotten, even to the point that a chronicler erroneously spells his name "Russo", and another claims he did not own the *Lady Gay*, which defended the San Francisco Bay Perpetual Cup under Rousseau against Matt Walsh, sailing the *Californian* from Southern California. Incidentally, that race ended in a protest, with Rousseau claiming Walsh had fouled him, and the committee called it "no contest".

That protest reminded me of the recent America's Cup Races. It seemed the Australians had a protest in every race to decide who defended. Also, Conner practiced for three years to sail the America's Cup Races, while we used to practice one day before we raced. All I can say is, "Sailing was fun in those days."

Dennis Jordan
Hayward

Readers — Denny Jordan has been sailing the Bay for many, many years. He did very well racing his Rhodes 33 and 6 Meters, then purchased the big Bolero to take on Jim Michaels and Baruna. He later raced Dragons and a twin-screw S&S motorsailor named Cordonazo. He currently cruises Delta and Bay waters with Lady, a Cheoy Lee 65 motorsailor.

□ FERRO CEMENT BOATS AND INSURANCE

Prior to my retirement from the U.S. Naval Ship Engineering Center (then in Hyattsville, Maryland), I had read a classified (since unclassified) report concerning ferro cement yachts. It was basically an engineering assessment and proposal for building certain types of hulls for the U.S. Navy for test and evaluation purposes. The report was generally favorable to the concept, and cited historical and current technical reports which addressed worldwide use of the methodology and medium for workboat and yacht construction. Some of the types of ferro cement vessels noted included sampans in China, fishing boats in almost every country, barges, different kinds of boats in Russia, our 400-ft boats built during World War II by Concrete Ship Constructors, and even a submarine concept.

Recently my brother-in-law bought a 58-ft ferro cement ketch. But despite having tried more than six insurance companies, he has still been unable to get insurance for it — even though the boat was built by professionals in a commercial yard. None of the marine insurance folks were able to tell me why insurance is not available for such boats. The purpose of this letter is to ask your assistance in learning why such an insurance problem exists.

The difficulty in insuring ferro cement boats somewhat surprises me since these hulls get harder over time. I remember such ferro cement yachts had hit reefs and tore the reefs apart while only cleaning the barnacles off their own bottom. I also remember the 400-footers were so well made that it took fleet gunships all day to get one to



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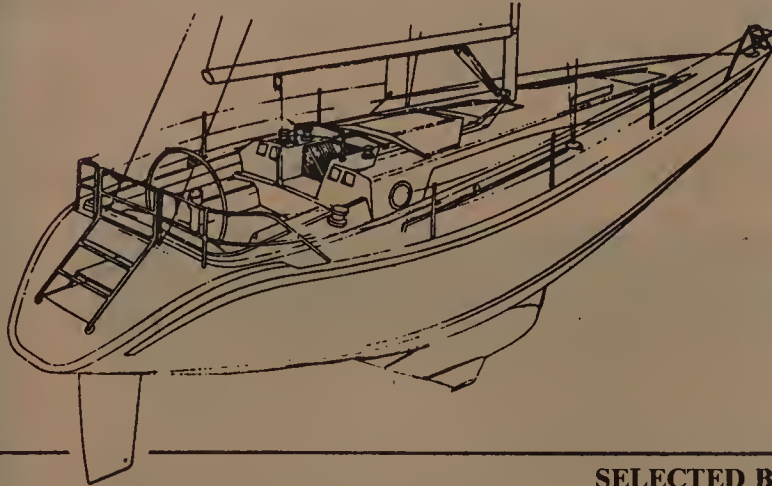
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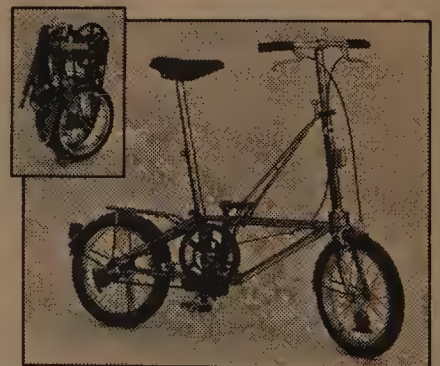
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LETTERS

sink. And while living in the Orient, I frequently visited skippers who had toured the world in ferro hulls and raved about their ability to take all sea conditions without a groan or a problem.

In looking at a matrix comparison of several kinds of similar length hulls over 40-ft in length, ferro cement offers many advantages, both physically and economically. Thus I am at a loss to understand why the insurance industry refuses to insure such yachts.

If there is some cumulative history that shows such hulls are a greater risk than those of wood, fiberglass, aluminum, etc., I would certainly like to know about it and what facts there are to support such a conclusion. I would also like to know who I can write to get such information if you can't provide it.

Maybe I'm calling the wrong folks and just need the telephone number of the 'right' insurance company. Afterall, a marine survey has been done on it and shows the boat to be in top-notch shape.

My real motivation in getting this information is that I have an opportunity to buy a 58-ft ferro cement ketch myself. This even though I'd really like to find a 60 to 75-footer than I can trade for 160 acres of land 115 miles north of San Francisco and just east of Willits.

Dr. Robert Ingram Powell
President & General Manager, World Enterprises
Alta Loma, CA

Dr. Powell — About five years ago a friend of ours in the insurance business told us a story about an insured ferro cement boat. The owner sailed it south to San Diego or something, and then decided to truck it home. Sometime during the trip a crack developed near the bow. It didn't look like a very serious crack, yet not a surveyor could be found that was willing to stake his reputation on it being safe for sea. There was just no way to be sure. And so the insurance company took a total loss on that otherwise lovely looking vessel.

Now put yourself in the shoes of the guys running that company. What would you have done the next time somebody with a ferro boat came to you for insurance? Right, you'd say 'sorry'.

To the best of our knowledge, it's the verifiability problem that keeps ferro boats from getting insurance. It's pretty easy to test wood, steel, aluminum and fiberglass boats, but it's not the same with ferro cement. People are presumed innocent until proven guilty, but for boats it's just the opposite.

Make no mistake, ferro cement sailboats have made many long and fine passages. But they are far from invincible. Stone Witch sank off Mexico after hitting a rock. And just two months ago the French ferro cement boat, Greensleeves, inexplicably sank while crossing the Angedada Passage between Virgin Gorda and St. Martin. The ironic thing about that sinking was that the boat had 25 Atlantic crossings to its credit, yet sank in relatively mild conditions. For all we know, ferro cement boats get too hard with age.

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We are searching for any present or past owners of these unique vessels, to exchange information, and possibly form an association.

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So says NorCal Yachts president, Fred Sohegian. "With our new discount price position, why should anybody buy a Catalina, Hunter or used boat when they can have the quality and reputation of an Ericson for virtually the same money?" Sohegian went on to say that these were not "loss leaders" and that NorCal would beat anybody's advertised price on a new boat.

"We've streamlined our operations and made special volume agreements with our builders and parts suppliers in order to deliver these fantastic savings to our customers," said Sohegian. "Not only will our customers benefit from our volume with huge savings on the purchase of their new boat, they'll save money on accessories, sails, electronics and installation. They will also save in the future as a preferred customer of NorCal Boat Yard!"

"Our objective here is to lower the cost of boat ownership by focusing our attention on the products and services that the boating consumer really wants and then delivering them at the lowest possible price." Sohegian emphasized that all the services such as warranty support, commissioning and on-going maintenance will continue to be there for NorCal's customers.

ACROSS-THE- BOARD-SAVINGS

NorCal's discount pricing saves you money on every model:

Model	Retail	Discounted
26-300	\$ 30,995	\$28,432
26 SE	38,995	34,540
28 SE	47,995	41,188
30 SE	55,995	47,959
32	71,995	59,136
34	86,995	72,375
35	89,995	73,561
38-200	101,995	82,982

All prices include freight to Alameda, commissioning, sails, epoxy barrier coat blister protection & anti-fouling bottom paint.



ERICSON ANNOUNCES 26 300 SERIES

Billed by Ericson president, Gene Kohlmann as "the most price competitive model in Ericson history" the new 26 footer is aimed squarely at the likes of the Catalina 27 and O'Day 272. Kohlmann went on to say "Price is where the similarity (with cheap boats) ends. Our 26 300 Series has the same 'Tri-axial Force Grid' construction, 10 Year Limited Warranty and 5 Year Blister Protection Policy as every other Ericson all the way up to the 38. We wanted to offer an entry level Ericson that would be a viable alternative to lower quality new boats and/or used boats. We know that once we get someone sailing an Ericson, they'll be sailing Ericsons in the future when they're ready to trade up."

100% financing Offered

To make it even easier to buy a new Ericson 26 300, the factory will finance 100% of the purchase price (exclusive of tax and document fees). That means the typical owner will be sailing for less than \$350 a month with no down payment!

NorCal Value Package

Included for the low package price of \$29,999.00: diesel auxiliary, sails, sail cover, VHF radio-telephone, depth sounder, compass, epoxy barrier coat & anti-fouling bottom paint, anodized spars, halyards led aft, winches, opening ports, anchor roller, anchor package, docking package, safety package, freight and commissioning.

FREE "EASY TRIM" PACKAGES

NorCal Yachts has made a special purchase of Ericson 32, 34, 35 and 38 models which include the "Easy Trim" package at no extra charge. Package has a retail value between \$3500 & 4000 and includes:

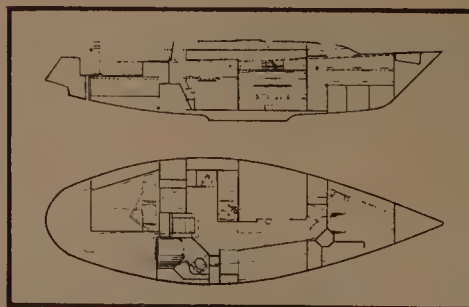
- Aft led halyards
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- Self-tailing halyard winches

Availability is limited to select hull numbers so call and reserve yours today!

NEW, IMPROVED ERICSON 38

As if to prove that progress never stops at Ericson, the popular 38-200 is receiving a major re-do which includes a new deck with recessed handrails for safety and contoured cockpit seats for added comfort, new galley with more drawers and improved storage, larger aft cabin with a wider double berth, larger shower with more shoulder room, 2" more headroom, elevated steering station for greater visibility, a "gull-wing" lazarette hatch (dubbed "Jaws" for the huge sailbags it swallows), and the engine has been moved aft which opens up the floorspace in the main saloon.

The best news about the new version of the Ericson 38-200 is that it doesn't cost any more than the original ... in fact, with NorCal's new discount pricing policy, the Ericson 38-200 starts at only \$75,816.00 F.O.B. the factory. Orders are coming in fast, so call today for full information.



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LOOSE LIPS

To some she was a girlfriend and daughter. To others she was a pretty, athletic girl with lovely brown eyes and a flashing, toothy smile. To the largest audience, though, Suzan Gedayloo was a pioneering woman in the sport of windsurfing. She actively pursued the sport as a career, and for four years she was a sponsored professional, touring the world to race sailboards and promote her employer's wares.

One part of her job was to make herself visible, and Suzan had a gift for doing just that. Dressed in a bikini, she exuded an athletic sexuality. Her lithe form appeared in countless magazines and even graced the cover of a book on windsurfing. She was not a professional model, yet she had a unique relationship with the camera that rarely failed to produce a captivating image.

She was also one of boardsailing's tireless promoters. "Boardsailing is the sport for the masses," she said in a June 1985 interview with *Wind Surf* magazine editor Drew Kampion. "Everybody can ski, but how dangerous is skiing? And how often can you do it? . . . And how many people can surf? . . . But the whole world can boardsail. That's what people need to know; they need to get inspired to realize that."

Suzan brought that message to San Francisco in August 1985. And she didn't make her pitch to sailors or those who were already involved in boardsailing. She and her fellow HiFly/Swatch teammates set up a board and sail on a simulator in the middle of the Emporium department store. Suzan took her passion to the streets, and for part of an afternoon she offered young and old, male and female, rich and poor, a taste of boardsailing. She was a bit groggy beforehand, having spent the previous day trying to fight off a persistent cold that she had picked up in Hawaii. Nevertheless, her poise and confidence carried her through the performance.

Perhaps her cold was an omen of things to come. The following year, Suzan, who grew up in Morro Bay and had once studied to be a physical therapist, discovered she had leukemia. She fought the disease mightily, undergoing a bone marrow transplant early this year. The ravaging cancer prevailed, however, and she died in late January. She was 26 years old. The boardsailing world and her friends mourn her passing.

At the end of her *Wind Surf* interview, Suzan related that she felt fortunate to be among the first generation of boardsailing professionals. She realized that those who follow may make more money as the sport becomes increasingly popular, but that she and her compatriots had a freedom to choose their "avenues" that others will not. "I know for myself," she said, "that I can do anything I want in the world, if I want it bad enough, and I'm going to be really good at whatever I do . . . I have that self-inspiration to be what I want to be and be good at it." By speaking those words, she brought that reality into being. For us, the challenge is to match her courage and do likewise.

Dawdlers, listen up!

Hal Schell, who probably knows most of what there is to know about cruising the Delta, has updated his *Dawdling On The Delta*. It's



Suzan, right, sailboard pioneer.



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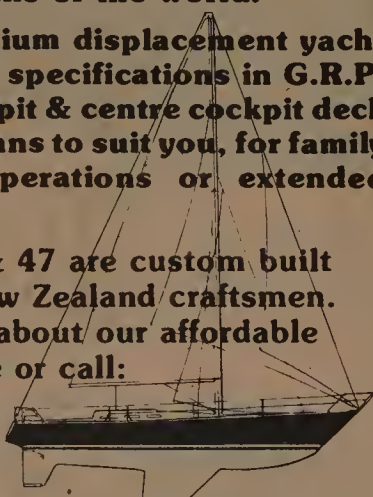
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Sometime this month Hal will also release the eighth edition of *Cruising & Houseboating The Delta*, a low-priced guide for Delta first-timers.

Hal is a recognized authority — his *Delta Map & Guide* is widely used by yachtsmen, houseboaters and fishermen. He's also somewhat of a Delta character. If Hal's on the water you can always tell where he is at 8 a.m. because that's when he blows reveille on his bugle.

"You can tell how much fun I had the night before by the quality of the reveille," Hal said. How did the 15-year bugle tradition get started? "It's a very long story," Hal said. "It happened one time and I can't shake myself loose from it. Sometimes I feel a little silly."

Hal's books are in marine stores or you can write to him at P.O. Box 9140, Stockton, CA 95208. The *Dawdling* book is \$24.95; *Cruising* is \$5.95. Add tax and \$1.50 for shipping.

What kind of boat isn't bothered by big waves?

A dirt boat. That's what they call the three-wheel contraptions with sails that some readers have asked about recently. We've found a company in Oakland that makes them. Mantra Wind Sports Equipment offers a single-seater capable of 60 miles per hour for under \$1,000. There's also a two-seat model that goes faster and costs more. They can be taken apart and put on the roof of a station wagon.

Alan Dimen, factory representative, says they're a real adrenaline pump, especially when you throw them into a skid to stop. They can be seen careening around parking lots when shopping malls are



Rail down, wheel up.

closed. Alan said the wind at Candlestick Park is perfect for parking lot speedsters.

They tack upwind and run downwind just like a boat. Of course there are races. The America's Cup Landsailing Regatta is planned April 13 at a dry lake bed 40 miles west of Las Vegas. Just when you thought you'd heard the last of the America's Cup!

Wonder how he got caught?

Sometimes businesses have crooks on the payroll who pilfer supplies and small change. They get away with it for years because they're sneaky and nobody notices.

The suspect in the Corinthian Yacht Club Caper was not so subtle. Police say a new bartender and his buddies made off with 57 cases of booze, \$500, a wide-screen TV, and then tried to hack open the club's wall safe with an ax. Somebody noticed!

Police found the TV and some of the booze in the guy's storage locker. He was a suspect because he had keys to the club and knew about the alarm system. They found him in the parking lot sitting in a stolen car. He was booked on suspicion of grand theft, car theft and parole violation.

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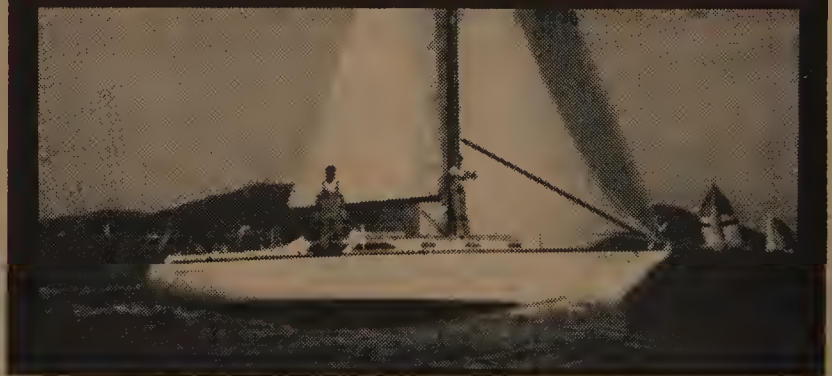
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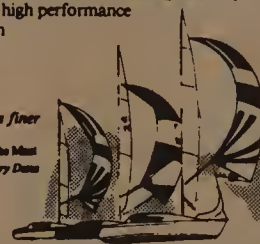
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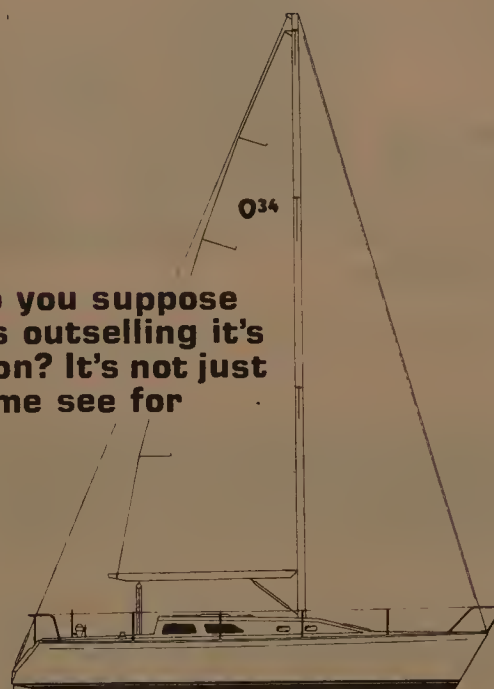
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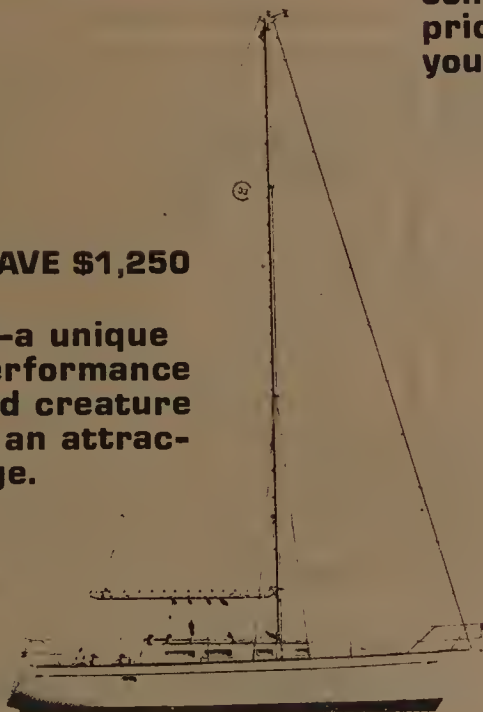
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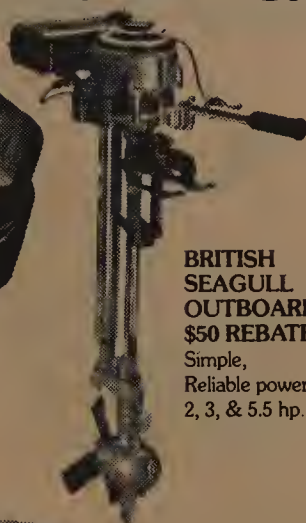
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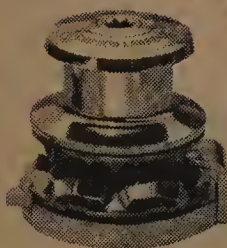
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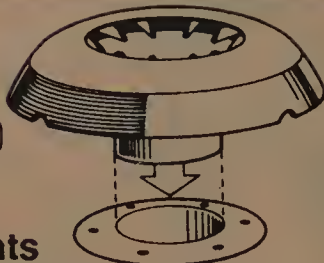


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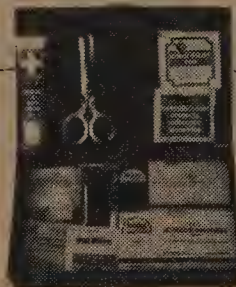
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Standard Contest

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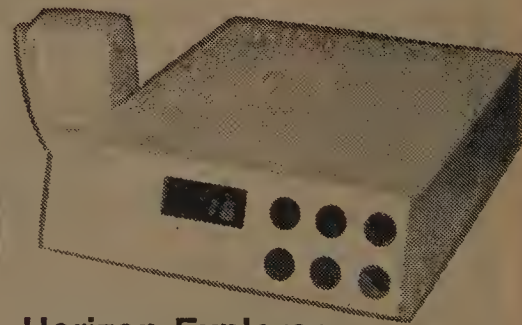
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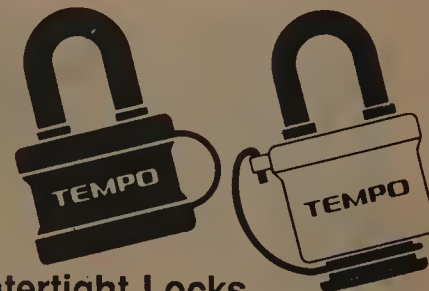
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SIGHTINGS

bananas — do they make you dumb?

Bananas are a popular food with cruisers, especially in the tropics where they are often cheap or even free. Pick 'em green and they keep for quite a while.

You can eat bananas raw, smother them with ice cream and chocolate sauce, or use them in any one of a million recipes. In fact, we were taking a bite of banana bread when a good friend of ours said: "Hey, you don't want to eat that!"

"Why not?" we asked.

"Cause it's got bananas in it; eat it and you'll get stupid."

We thought he was kidding, but he wasn't. What follows is a rough

cont'd on next sightings page

please,

A terrible and unnecessary tragedy occurred on the Sacramento River near Miller Park the evening of February 16.

According to police reports, five adults and two children were in a 14-ft boat near the river bank when it was swamped by the wake of another boat.

A Coast Guard cutter and bystanders were able to rescue all but three-year-old Jasmine Roots and her 53-year-old father, Pervis Roots.



think safety

The horror continued the following day when volunteer diver Ron Harknett, 39, disappeared while searching for the bodies of the two victims. A veteran of the Diving Accident Rescue Team, Harknett is believed to have become caught in the many cables and pilings and debris in the area.

We're going to be blunt about this and say that any number of simple prudent actions could have prevented the needless loss of

cont'd center of next sightings page



LATITUDE 38/SARAH

bananas — cont'd

approximation of his explanation why he won't indulge in bananas. Even banana daiquiris.

"Have you ever been to the Dominican Republic? I'm not trying to be nasty, but many of the people there are . . . well, slow. For example, if you pick up a glass and say, 'I want you to set this glass right here on this table like this,' they'll say, 'Okay,' then they'll set the glass on its side somewhere else. You explain what you want them to do again; they'll say they understand; then they do something different.

"Well some Spanish doctors spent years trying to figure out why so many of these people were so slow. They concluded that it was because of bananas. People in the Dominican Republic only eat three things: bananas, rice and beans. They eat bananas for breakfast, lunch and dinner. They eat bananas raw, they fry them, they eat them in every way you can imagine. The people there don't eat fish. Once in a while you can get them to eat a little chicken, but not fish. But bananas they eat all day long.

"What the Spanish doctors discovered was that the stringy stuff between the banana and the peel is — if eaten in sufficient quantities — a narcotic. You know how that stringy stuff tastes — not like the banana or the peel. It tastes bitter.

"I don't want to be stupid, which is why I don't eat bananas and you shouldn't either."

bad forecast for weather buoys

Two weather forecasting buoys off the California coast — including a key one off Pillar Point — may be moved to Washington or Oregon, depriving forecasters of vital information.

Why put extra guesswork into the lives of fishermen and sailors, especially off Pillar Point, home of big fogs and high seas? Like many troubles around the home planet these days, the source is money and oil.

There are about 20 weather buoys off the Pacific coast, transmitting wind direction, speed, air and water temperature and wave height to Washington, D.C., by way of satellite. The two buoys in question are funded by the Minerals Management Service. They were installed about four years ago to gather weather information for the big offshore oil development envisioned by the U.S. government.

Now the minerals people think they have enough information to install the giant offshore oil rigs, and buoys are being moved north to do the same job there. Although not funded by the National Weather Service, forecasters have made good use of information from the buoys. Walter Strach, marine meteorologist with the weather service in Redwood City, says the buoys have proved "extremely important" in preparing weather broadcasts.

The buoys were scheduled to be removed last year, but a lobbying effort by boating interests persuaded politicians to keep them in place for another year. The Pacific Coast Yachting Association and the National Boating Federation, among others, are pressuring politicians to keep the buoys where they are.

Funding is scheduled to run out May 31 for the Pillar Point and Point Vincente buoys. If you're interested, write your Congressman.

all's well that ends well

It looks like the battle for Horseshoe Cove may be winding down. As you remember, the Coast Guard asked permission to move its rescue operations from their current facility at Fort Point to the protected waters of Fort Baker's Horseshoe Cove.

Now there's no way a reasonable person could have objected to the idea. The Fort Point facility is a clear danger to everyone who works there and delays life-saving rescue efforts. But as always, when a change in use of public land is proposed, 40 'public interest' groups have to put their two cents

cont'd on next sightings page

all's well — cont'd

worth in at the hearings.

There were oblique objections expressed to the Coast Guard move, objections based on the idea that a new facility would reduce public access to the shore. The dissidents then allowed that the move would be all right if the Coast Guard took over the Presidio YC facilities at Horseshoe Cove.



Rescue facility may move to Horseshoe Cove.

Frankly, we suspect that all objections to the Coast Guard move had one genuine motive — to find a way to get rid of the Presidio YC. There are a group of organizations who simply can't abide the presence of a yacht club, particularly one associated with the military, on what they feel should be public land.

The problem with the 'we'll trade the Coast Guard facility for the Presidio YC' solution is that the United States Army still controls part of Horseshoe Cove, including the land that houses the Presidio YC. The National Park Service legal beagles checked, but apparently there is no basis for giving the yacht club the boot.

So at a February meeting of the Golden Gate National Recreation Area Advisory Commission it was recommended that the Coast Guard be allowed to move to Horseshoe Cove, but to an area further west than the Park Service had originally proposed. Such a move would supposedly allow for greater public access than before. Although the commission would like to see the Presidio YC removed, they are powerless to do anything about it.

While not binding, the recommendations of the Advisory Commission are usually followed by the National Park Service. It's quite likely, then, that we'll see the Coast Guard rescue facilities moved to Horseshoe Bay by the end of the year. It won't be a moment too soon.

Interestingly enough, we visited Horseshoe Bay over the synthetic President's Day Weekend to check things out. From what we could see, the huge holiday crowd had just about as much public access to the water as they could possibly want. Despite the open space, just about everybody was crowded around a couple of popular fishing spots. There were few people enjoying themselves adjacent to the controversial Presidio YC for the simple reason there's nothing of real interest there.

This is not to say that sailing wasn't the biggest attention-getter of the day. About 3:00 p.m. the Catalina 30, *Sanity*, was dismasted in strong winds and choppy water. A Coast Guard vessel from Fort Point came to the distressed vessel's assistance and towed them to the serene waters of Horseshoe Bay—much to the delight of the holiday throngs, who as a rule always enjoy disasters of even modest proportions.

From that small incident we can only conclude that the moving of the Coast Guard facility to Horseshoe Cove is not only going to lead to safer rescue operations, but to greater public entertainment, too. We're talking free front row seats to misfortune!

please

three lives.

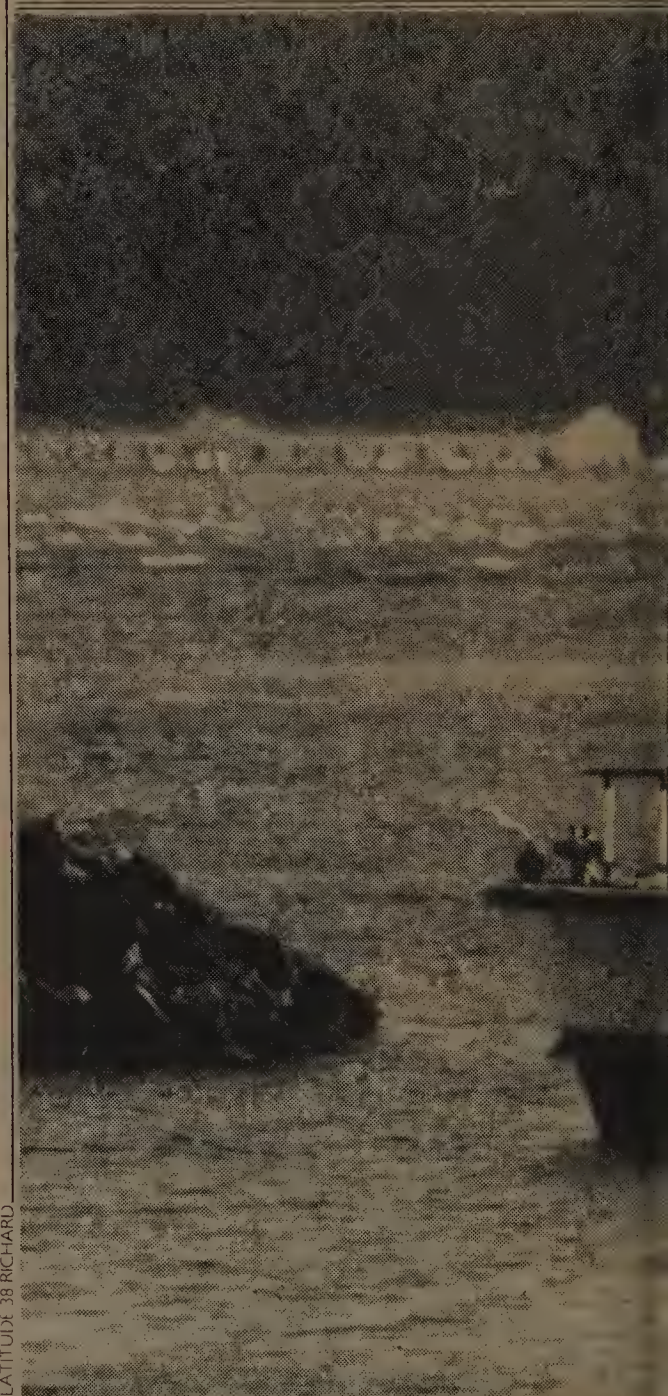
First of all, there is no 14-ft fiberglass boat in the world that has the capacity to safely support five adults and two children. And this ought to be readily obvious to everyone.

Secondly, lifejackets ought to be worn by everyone, no matter how close to shore. The elder Roots, who could not swim, is reported to have not been wearing a lifejacket. We're also tempted to say that people who can't swim should not go out in boats.

Thirdly, the operator of the other vessel

another try for

After trying for about 10 years to come up with a marina plan that would satisfy environmental concerns, Foster City is pushing a 400-berth plan that one city staff member



LATITUDINE RICHARD

think — cont'd

should have been aware of the effect of his wake — no matter if the 14-ft boat was overloaded or not.

A new boating season is just about upon us, so please, please, please let's learn from this tragedy. Wear your lifejacket! Know how to swim! Watch your wake! Take super extra care with children who are too young to take care of themselves! Don't overload your boat or dinghy! These are among the most basic safety tips there are — don't ignore them.

foster city marina

says is a "last-ditch" attempt.

There's no marina in Foster City now. It's about equidistant between Pete's Harbor on cont'd center of next sightings page

putting a crimp in bcdc

The state Legislature is considering BCDC's budget for next year. In a document supporting its budget request, BCDC admitted that its crusade to limit liveaboards in the Bay has been hampered somewhat by two rejections of its definition of "liveaboard boat" by the Office of Administrative Law Office.

The commission has always had only the vaguest explanation of why it is bothering liveaboards in the first place. On top of that, six years after it set out to regulate them, it doesn't even have a working definition of what a liveaboard boat is!

BCDC would receive \$1.6 million for 1987-88 in the governor's proposed budget. The commission concentrates mostly on shoreline developments. Regulation of liveaboards is a low priority, but Margot Brown, head of the Pacific Inter-Club Yachting Association legislative action committee, thinks BCDC doesn't deserve any more tax money for it. She is recommending a letter-writing campaign to urge the Legislature to cut BCDC's funding 10 percent.

If you're interested you can reach her at 523-2098, or you can send your comments to John Vasconcellos, chairman, Assembly Ways and Means

cont'd on next sightings page



SIGHTINGS

putting a crimp — cont'd

Committee, State Capitol, Sacramento, CA 95814, or Alfred Alquist, chairman, Senate Budget and Fiscal Review Committee, State Capitol, Sacramento, CA 95814.

wait until next year

San Francisco will have to wait another year for its very own tall ship. Call of the Sea, the Sausalito organization that had hoped this month to start building a replica of the brig *Galilee* has postponed its keel-laying until March 1988.

The group has raised about \$35,000 of the estimated \$1.5 million it will cost to build the new *Galilee* two-thirds the size of the 125-foot original. "It's

cont'd on next sightings page

another

the south and Coyote Point to the north.

Brad Bognuda, administrative assistant to the city manager, says arrangements are being worked out with environmental agencies to compensate for the five acres of marshland and 12 acres of wildlife sanctuary that would be disturbed by the marina. Usually developers buy marshland somewhere else for a wildlife sanctuary or park to make up for the marsh destroyed by their project. Foster City owns 40 acres of prime Bayshore land north of Third Avenue,



try — cont'd

and part of that could be set aside as wetlands.

The marina would be about a mile south of the Hayward-San Mateo Bridge, off Beach Park Boulevard. Other sites have been considered and rejected over the years.

The current plan calls for a park, public access to the shoreline, a yacht club, chandlery, a yacht dealership and a couple of restaurants. If it is approved by the Army Corps of Engineers and BCDC by this fall, construction could start July 1, 1988.



LATITUDE 38/BILL

wait until next year — cont'd

going to be harder than we thought," said director Alan Olson. "We need another year."

More than 200 people have donated at least \$25, "but now we need some high rollers to come in," Alan said. "We're going to wait until we have enough money to build it without any hitches."

Galilee was designed by Matthew Turner and launched in Benicia in 1891. Her 22-day maiden voyage to Tahiti set a speed record. She carried passengers, mail and light freight between San Francisco and Papeete for 15 years. After various other duties, including a stretch as a cod fishing schooner, *Galilee* ended her days on the mud in the harbor that bears her name in Sausalito.

Her stern is on display at Ft. Mason in San Francisco. Her bow was to be moved this month to Benicia for restoration and display on the city's riverfront.

At left Alan stands on the remains of the original *Galilee* and points to where the bow will be cut off. The remains sit in the mud near the Call of Sea office on the Sausalito bayshore. It's a few rods from where the group would like to start building the replica next year.

Galilee was stiff and fast for her day, fine in the bow and broad aft as were many of Turner's designs. Instead of the usual gaff-rigged spanker, Turner introduced a Bermudan sail overlapped by a topsail led to the end of the boom. This upper sail could be easily dropped to cope with the sudden squalls common on the Pacific coast.

"She was a well-loved ship, with historical roots in the Bay Area," Alan said. "She'd make a perfect tall ship for San Francisco." Call of the Sea was founded to teach sailing aboard the *Stone Witch*, but shifted its focus to the *Galilee* project when the *Stone Witch* hit a rock and sank off Mexico two years ago.

Alan, her builder and skipper, said the rock was "a half inch" beyond the edge of the chart he was using at the time, proving again that sailors should "never assume anything."

the final baja ha-ha notice

For the last three years the Rites of Spring have included Sea of Cortez Race Week, colloquially known as Baja Ha-ha Race Week. As you probably already know, this week-long event for cruisers and casual racers is held in La Paz, Baja Sur and the nearby island of Caleta Partida.

The event had humble beginnings. We were sitting on the beach at the nearby Ensenada Grande anchorage in December of 1983 when the notion crossed our mind that the Sea of Cortez ought to have an event similar to Antigua's Race Week; an end of season final get-together before everyone takes off in different directions. We announced Baja Ha-ha Race Week in *Latitude* 38, explaining that we'd show up with our boat, a volleyball and net, and a smile on our faces.

We figured maybe six or eight boats would show. What we didn't realize was that the cruisers in La Paz and Alberto Morphy of Sea of Cortez Yacht Charters would take the idea and run with it. When we arrived for the first week there were military bands, queens being elected, dignitaries speaking and a mind-boggling 64 boats.

The following year as many as 200 boats attended. Fortunately, Caleta Partida accommodates that number of boats with relative ease. Last year several folks trailered boats down, a Swan 651 showed up to race, and even Lowell North participated.

While a couple of people grumbled about the race scoring last year, we'd be willing to bet that 90 percent of the people who stopped by for any or all parts of the three Baja Ha-ha's have been glad they did. A good indication is the repeats. Many folks have attended all three Race Weeks.

As we've said many times before, to call it a 'race week' is really a

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baja ha-ha notice — cont'd

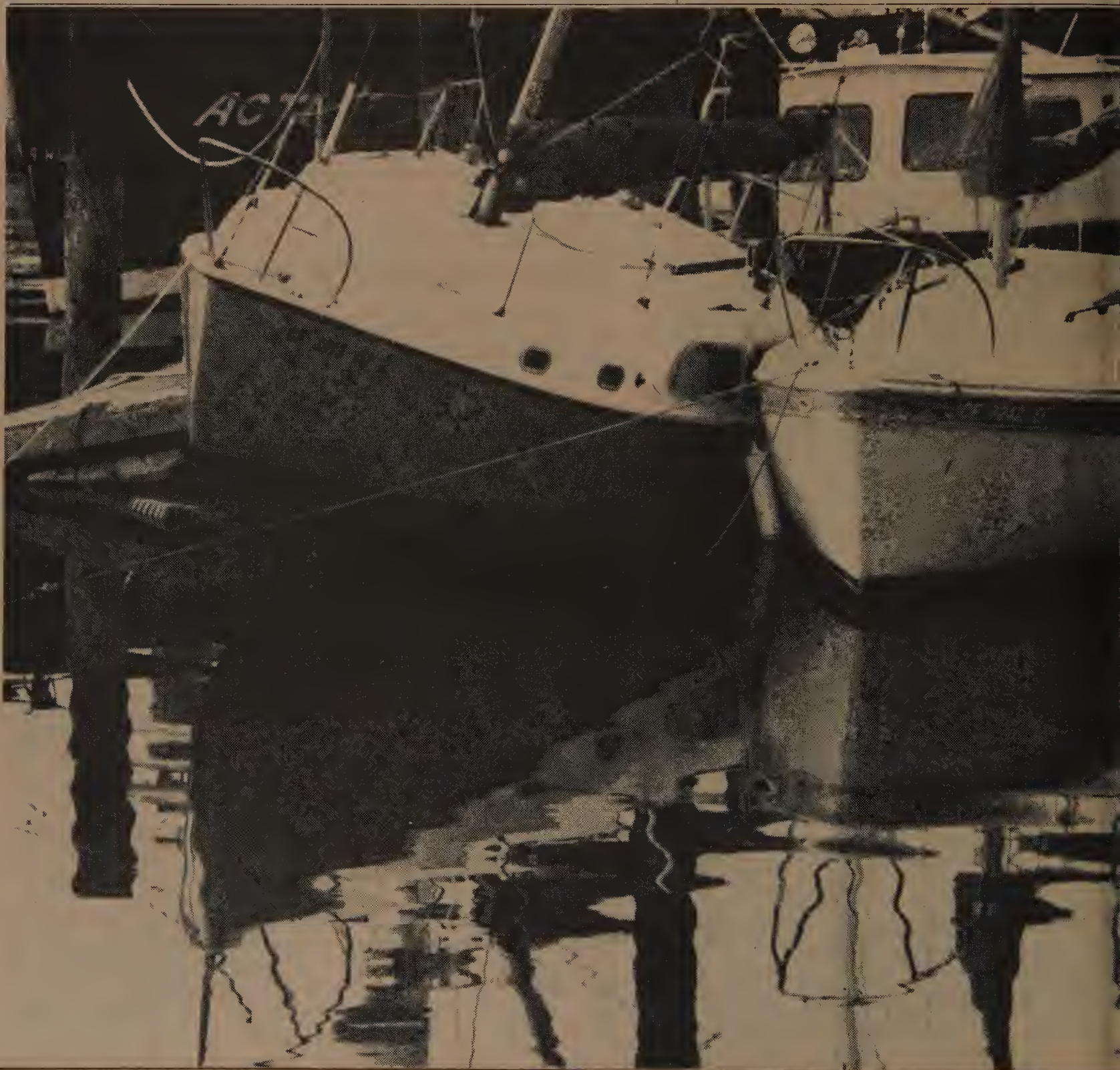
misnomer. There are three sailboat races; one from La Paz to the Caleta Partida anchorage; and two around Isla Ballena and Los Islotes. But in truth, most of the people spend most of their time making new friends and seeing old buddies. There's lot of shoreside activities to break the ice; horseshoes, dominoes, sand sculpturing, blind-fold dinghy racing, wet buns contests, talent nights — more activities than any single cruiser could possibly participate in. But the pace is *manana*, and the spirit is that of a moment-in-time community. The event is open to everyone from eight weeks to 80 years. And trailerboaters and campers have always been welcome.

From the very beginning, Baja Ha-ha has been held with the support of the Mexican government and businesses. This year, as always, there'll be a beer concession with a big tent, tables and chairs at the beach at Caleta Partida.

cont'd on next sightings page

young

Clarence "Red" Fox has been associated with the Vallejo YC so long that members can hardly think of one without the other. In fact, as far as club historian Tom Hosley can determine, Red is the oldest living former commodore on the West Coast. Born in 1899, Red was first elected to the post at the then Vallejo Yachting and Rowing Club in 1922. He was only 22, which also makes him the youngest Commodore in the history of that (and probably most other) yacht clubs, too. He was commodore again in 1928, 1929 and 1933, and served in various other capacities through about 1940.



at heart

Despite his impending 88th birthday in August, Red remains active, up until last year arriving regularly at the club in his 1929 Model A Ford pickup. Now he can't get a license anymore.

All 24 past and present commodores who are still members of VYC turned out to salute Red (and 65-year member Frank Yuravich) at a special change of command ceremony on January 10. We tip our hats to both gentlemen for their contributions to boating, and to showing proof positive that sailing is the secret to a long and happy life.



LATITUDE 38 JOHN R

baja ha-ha notice — cont'd

Again there will be BBQ pits on the beach, with Downwind Marine of San Diego providing the charcoal for the entire week. The good folks at West Marine Products have donated a pig — maybe two — for a free BBQ on the beach. (All we need now is someone who knows how to cook 'em). Patagonia is putting up two sets of foul weather gear, one for the queen and one for . . . maybe the 'king'. Seabreeze Ltd. of San Diego and Marina de La Paz will also be chipping in prizes for Baja Ha-ha.

If you're going to attend — and we hope many of you will — the important things to remember are it starts at the Gran Baja Marina on Sunday afternoon, March 29, with the opening ceremonies — dress nice — and a cocktail party. Monday is the race out to Caleta Partida. Tuesday is a beach day. Wednesday is a race day. Thursday is a beach day. Friday is the last race day. Saturday is the wrap up of all the beach competitions. Sunday morning is when all the awards are given out — there's plenty of them — and the closing ceremonies.

There is no entry fee for Sea of Cortez Race Week, other than your smile and positive attitude. This is a family type week, so if you intend to get outrageously drunk or be obnoxious, do it elsewhere.

Those who have never been to Caleta Partida *must* understand that there is no food or water or any supplies whatsoever available. You must bring *everything* — except the beer and pop sold at the tent that's erected once a year for Race Week. There will, however, be a number of boats going back and forth to La Paz.

Baja Ha-ha Race Week — miss it and the joke's on you!

what's wrong with the bay and how to fix it

San Francisco Bay has big problems despite all the "save the Bay" measures approved by legislators and voters over the years.

More than half the freshwater flowing toward the Bay from watersheds inland is intercepted by communities and farms, reducing the flushing action in the Bay and allowing toxics to build up.

In addition to agricultural waste, cities and industries dump a half billion gallons of crud into the Bay daily. Wetlands are being filled, pollution has killed 80 percent of the striped bass population in 20 years, and the dreaded Peripheral Canal threatens to return to life like Dracula in yet another remake.

What can you do? Learn more at the State of the Bay Conference planned March 7 at Golden Gate University in San Francisco. We mentioned this conference briefly last month, but we think it's important enough to remind you.

Thirty environmental groups, government agencies and universities are sponsoring a day of education and action. Congressman George Miller, Democrat of Contra Costa County, will speak on "Water Politics and the Future of the Bay."

"We did not have a 'Save the Bay' campaign in the 60s just to see the Bay poisoned and destroyed in the 80s," he said.

Other speakers include environmental reporters Harold Gilliam of the *San Francisco Chronicle*, Tom Harris of the *Sacramento Bee*, Lee McEachern of KGO-Channel 7 News and Carol Benfell of the *Oakland Tribune*.

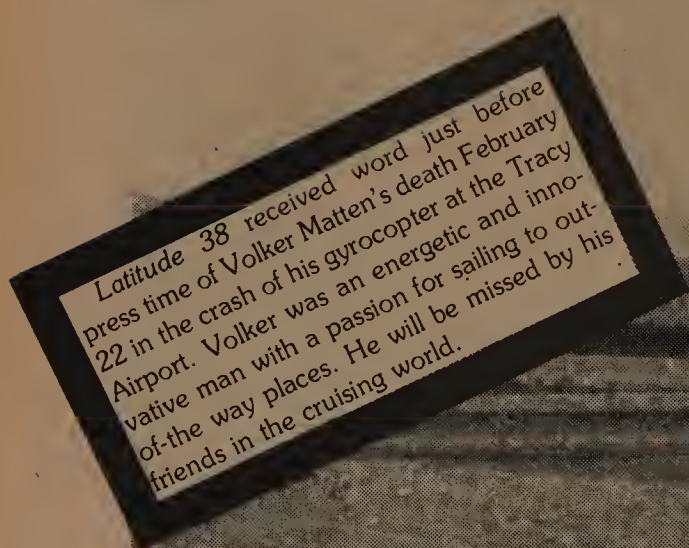
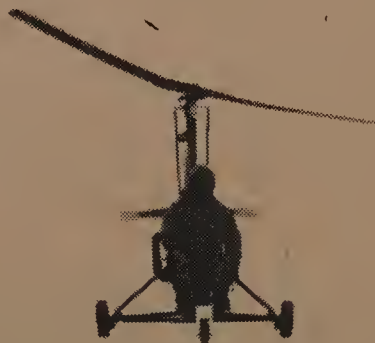
The conference will run from 8:30 a.m. to 5 p.m. Admission is \$25, including lunch. For more information call the Bay Area Chapter of the Oceanic Society, 441-5970.

In other environmental news, Congresswoman Barbara Boxer, whose Sixth District includes Marin County, introduced her long-promised ocean sanctuary bill February 3. The sanctuary would extend 200 miles offshore from Oregon to Mexico and would ban new oil and gas exploration, ocean incineration of toxic materials and ocean dumping.

We support the ocean sanctuary. The ocean was here long before we were and we need to keep it healthy. The ocean's full of life and great for sailing, but it's no place to dump poisons.

cruisers go airborne

Tired of rowing ashore to load the dinghy full of tortilla chips and beer? Volker Matten has the answer. Don't row, fly. Volker has bought an ultralight gyrocopter and is learning to fly it. He plans to carry it aboard his 40-foot



LATITUDE 38/BILL

New age cruising.

steel ketch to Mexico on the next leg of his cruise.

The flying machine came with wheels, but Volker has ordered pontoons and plans to lash it to the foredeck. For long passages it can be disassembled and stored below.

Volker envisions a sea-air approach to his next port. Volker and Rondi Smith are not your usual cruising couple. Five years ago they left Volker's home on Formentera, one of the Balearic Islands in the Mediterranean off Spain. Since then they've been to some of the usual places, like Hawaii and

cont'd on next sightings page

feeling

One of the nicest things about high-tech sailing events like the America's Cup is that sooner or later, most of the new ideas eventually trickle down to the average guy. Things like snap shackles, snatch blocks and other gear that we take for granted today all had their beginnings there. The most significant techno-legacy of this latest Cup, though, has to be the grooved plastic film on the bottom of the winning 12-Meter *Stars and Stripes*.

The trade name of the stuff is Scotchcal brand Drag Reduction Film. It had its beginnings during the fuel crisis of the early '70s. The thinking then was that by reducing the air or "surface" drag of cars, you could save fuel. As it turns out, surface drag is inconsequential at the speeds autos go, but not airplanes. 3M's Frank Marentic, who developed the process, proposed the idea of a grooved plastic film to NASA. At the time, aircraft manufacturers were machining minute grooves into the aluminum skins of airplanes. Needless to say, the plastic saved immense amounts of time and expense to achieve the same affect.

The drag-reducing film was first used in boating competition during the 1984 Olympics, when one of the four-man American rowing squads applied it to the bottom of their scull. They took a silver medal. 3M's Henry Owen remembers telling *Stars and Stripes* co-designer Britton Chance as much when he came to 3M four years ago.

"He more or less came in and said, 'All right, you guys make 45,000 different products. What do you have that will make a boat go faster?'" says Owen. Chance was impressed by what he saw, but 3M didn't hear much back from the Sail America (the *Stars and Stripes* syndicate) until late last year.

In November of 1986, the syndicate called 3M from Australia and ordered 2,000 square feet of the stuff. That was enough to coat the bottoms of a test yacht and, if it worked as expected, the challenger herself. Oh yes, and they needed it in two weeks. Since the proposed coating had to be manufactured rather than pulled off a shelf, it was a race against time to make enough, and Marentic and two associates worked around the clock. When Marentic took off for Australia in December, "I took the world's supply with me," he says.

Testing down under consisted of applying the film to a quarter of the bottom of *Stars and Stripes* '85, the syndicate sparring partner to the official challenger, *Stars and Stripes* '87. Before the application, '87 had no problems beating '85. After the application, '85 was demonstrably faster than her stablemate in a test race. That was enough

groovy

for the syndicate. Within several days, right before the semifinals, *Stars and Stripes* '87 was plastic coated and feeling groovy. Engineers estimated that the film could make as much as a 3 minute difference over the 24-mile course. You know the rest.

How exactly the grooved film works is a topic of ongoing discussion. "This is one of those arcane areas where art and science conflict," says Henry Owen. "The film reduces drag. We can't tell you *why*, it just does." The most accepted theory is that on any surface, no matter how smooth, water (or air) sets up small "surface eddies". Eddies — turbulence — causes drag. Apparently, the film reminds the air or water to slide past in a straight line.

The grooves in the coating applied to *Stars and Stripes*' bottom are 1/10 of the size of the grooves on a record (remember records, the round things that used to make music before compact discs?). These particular grooves are patterned after the natural grooves that appear in the skin of a shark. They are etched into the plastic film in a process called microreplication. The film itself is clear; the grooving process imparts a translucent quality to it reminiscent of the company's Scotch brand magic mending tape. At 7/1000 of an inch thick, however, it's more than three times as thick as the Scotch tape.

You probably see one of the drag reduction film's closest relatives every time you drive somewhere. "It is a first cousin once removed to car decals — like the 'Firebird' on the hood of that car," says Owen. (The film is made by 3M's Decorative Products Division.) Application is also similar to the car decals: peel off the protective coating, squirt soapy water onto the back, slide the panel into position, then squeegee the water out. It took 30 panels, each 1 by 3 feet, to coat the bottom of *Stars and Stripes*.

The good news and bad news about the Drag Reducing Film is that it will soon be available to the general boating public. The good part is that it *will* make your boat go faster. The bad news is that, at least initially, it won't be cheap and it won't keep anything from growing on the bottom. "The process is still experimental," says 3M Marketing Director Al Kilberg, who estimates the March price will be around \$5 to \$7 a square foot. (Rather than panels, the film is planned to be sold in rolls 24 inches wide by 75 feet.) "As we get into regular production, though, I expect that price to come down substantially," he says. At the moment, the drag reducing film will be available only through 3M in St. Paul, Minnesota.

cont'd center of next sightings page

cruisers go airborne — cont'd

Alaska, but they've also spent three months in Antarctica.

"We try to avoid areas like Tahiti," Volker said. "Hawaii we didn't like at all. There are few good cruising grounds and we had to stay in marinas. We are used to swinging free on the anchor. We felt like tourists."

Fourteen days after Rondi met Volker while traveling in Europe in 1977 he asked her to go along as he delivered a boat to Barbados. She is from Denver and had never sailed before.

"I'd always dreamed of sailing around the world," she said. "So I said yes. A good way to find out if you can live with someone is to spend 35 days at sea with him crossing the Atlantic."

The 250-pound gyrocopter is made by Air Command Mfg. Inc. of Liberty, Missouri. It has a free-turning two-blade rotor for lift and a four-blade propeller facing backward driven by a 46 horsepower air-cooled engine.

"It's like a flying go-kart," he said. As the propeller moves it forward, the air flow causes the overhead rotor to spin, which provides lift. He has been taking lessons at the Tracy airport. Just before Christmas he crashed and broke several propeller blades.

"It is very sensitive," Volker said. "You can fly it with two fingers. It takes a while to get a feel for it. I made a stupid mistake and blew some blades. It's not really important. If you concentrate you can avoid it."

Volker bought the copter in kit form for \$6,500 in Seattle. It took him a week to assemble it on the deck. He then took it apart into six pieces and stored it below for the sail down the coast. *Sundowner* has been docked near the St. Francis Yacht Club since late October.

While waiting for replacements for the broken rotor blades, Volker took advantage of the Christmas season to sell some of his jewelry. Before taking up cruising he was a professional goldsmith and sculptor.

Sundowner was built by the French firm Mata, the same company that built Bernard Moitessier's *Joshua*. Volker spent four years rebuilding it, selling his house and "unplugging" in preparation for cruising. The boat's interior is dominated by a king-size bed that runs the full 12-foot width of the cabin. To get to the forward cabin one removes shoes and walks on the bed.

Volker said the layout is a little unusual but proves functional at sea.

After five years at sea, Volker and Rondi said they have no plans to stop. "This is our home," Rondi said. "We've burned all our bridges."

They're anxious to get the pontoons for the gyrocopter so they can get back to sea. "After a few months we start to get itchy," Volker said.

one-designs on the march

One-design associations are an ideal way to get into sailing and keep it interesting with social functions, races and seminars. Three Bay Area associations showing new life are Nonsuch, Westsail and Soling.

Ridge Eagan reports the San Francisco Bay Nonsuch Association plans a sailing seminar March 14, Opening Day raft-up at Treasure Island April 25, Delta cruise June 20 and rendezvous at Encinal Yacht Club July 25. Some racing is also planned, including participation in Encinal's Colin Archer Memorial Regatta.

More information can be obtained from Ridge at 406 Centre Court, Alameda, CA 94501.

The Westsail Owners' Association plans a regional rendezvous in the Bay Area, but the time isn't set yet. For information call Michael Sisson at 236-6480.

And Mark Murray reports eight Solings have changed hands on the Bay in the past year and the local fleet is being reorganized. John Kosteci has been a top local Soling sailor for years and has high hopes for the next Olympics. If you are interested in Solings call Mark at 333-2244.

santa rosa welcomed to the park

In mid-February, the National Park Service coughed up \$29.58 million

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santa rosa — cont'd

dollars to the Vail-Vickers Company for the purchase of Santa Rosa Island.

Santa Rosa, located 25 miles southwest of Santa Barbara, is the second largest of Southern California's eight offshore islands. It now becomes part of Channel Islands National Park, which also includes Santa Barbara Island, Anacapa Island, Santa Cruz Island and San Miguel Island.



Santa Rosa Island, now part of Channel Islands National Park.

If the truth be known, Santa Rosa has never been a big favorite with sailors. It's not that the island was off-limits, as the former owners regularly gave permits for visitors to come ashore. No, the real problem is that Santa Rosa, even though it's approximately 15 miles by 10 miles, has a paucity of decent anchorages. Becher's Bay has northwest and southeast anchorages, but these are little more than open roadsteads. To make things worse, it's often calm during the day and windy at night. The evening wind kicks up a rolling chop that makes for an uncomfortable night.

Some boats anchor at Ford Point on the south side, but it's not much of an anchorage and even on the best of days is subject to heavy swells. Johnson's Lee is usually the island's best anchorage, but you often have to struggle to drop your hook through the thick beds of kelp. Bringing it up the next morning can be even more troublesome. Carry a machete.

There are other dangers, too. Flukey winds and tricky currents mean sailboats should stay way clear of Talcott Shoal near the west end. In addition, the Santa Cruz Channel between Santa Rosa and Santa Cruz islands is often very turbulent due to the current between the islands.

While the weather is sometimes pleasant at Santa Rosa Island, it frequently isn't. Both Sandy Pt. on the west end and Skunk Pt. on the east end have sand dunes between 300 and 400 feet high. You don't get dunes like that if the wind doesn't blow hard and often.

Be that as it may, this latest member of Channel Islands National Park will officially be opened to the public on Memorial Day, May 25. If you want to be with people that weekend, we suggest you sail under the Golden Gate for the big anniversary celebration; if you want to be to yourself, Santa Rosa Island is one of the loneliest spots in California.

bright star update

Remember *Bright Star*? She's the 53-ft gaff cutter undergoing restoration in Richmond. In the November issue, we reported on co-owners Jeff Rutherford and Antony Leighton who had been working on the boat for several months. Their goal was to have her ready to race in the Master Mariners Regatta on March 23.

We stopped in recently to see how work was going. Jeff wasn't quite as

cont'd on next sightings page

feeling

The immediate benefactors that come to mind are drysailed boats such as J/24s, Moore 24s, Express 27s and the like, on up to Hal Nelson's big MacGregor 65 *Zeus*, which he hauls out between races at his Alameda yard.

For in the water, the prospects don't look as good, although 3M is looking at an anti-fouling version. At least a couple of boats tried the film at SORC and reported that its usefulness can be effected within only a couple of idle days in the warm Florida water. Also, the film for *Stars and Stripes* was formulated for the speeds that boat went — 5 to 10 knots. The film would not help — in fact could hinder — boats anticipating much higher speeds. Work is now going on on a



groovy — cont'd

higher speed film aimed, among other things, at coating the bottoms of sailboards.

Even if it does have limitations on boat application, we'll soon be seeing more use of the film and its spinoffs. In its drag-reduction capacities, scientists are looking at it to apply to the turbine blades on jet engines, and on the insides of natural gas pipelines. Biologists love it for the same reason boaters won't: it makes an excellent "biological surface" for growing living animal cells. Another variation produces mechanical bonding surfaces that lock together without adhesive and can be joined and separated repeatedly. Finally, the film can also bend and channel light! Planned applications of that call for a central, cont'd center of next sightings page

bright star — cont'd

optimistic about the completion date now as he was back then. Though he and Antony have devoted full-time work to the project, restoring an old classic is a slow process — especially when you want it to be a real showpiece when it's done.

If the old girl doesn't make it for her "grand entrance" into the Master Mariner fleet, she's still come a long way since we last laid eyes on her. She's no longer the musty derelict (or so it seemed to our untrained eye) that they trucked down from Bethel Island last April. The boat now sports 62 new laminated frames, about half of the new planking she's due, and a new deck, deck beams and coachhouse. In one of few concessions to modernization, the coachroof, main deck and upper cockpit surfaces are all skinned with fiberglass. Those surfaces will eventually be covered with fir planking, as they were when the Edson Shock-design was launched in 1935.

What needs to be completed? "Planking, painting, put the deck on, repair and paint the rig, put that on, put the interior in . . ." Jeff grins. "But we *will* be ready for the Master Mariners — the 1988 Master Mariners."



SIGHTINGS

the future of the cup

While it hasn't become official, all the experts expect that the next America's Cup will not be held in San Diego, home of *Stars & Stripes*, but in Honolulu. The knock against San Diego is not that it doesn't have the



LATITUDE 38/RICHARD

America's Cup action should be like this!

necessary facilities or that the racing wouldn't be good; no, the problem is that San Diego typically doesn't have enough wind to make the racing exciting enough for television. And television — probably for the better — is going to be a big player in the future of the America's Cup.

San Francisco, Monterey, Santa Barbara and Newport, Rhode Island have all been tossed around as alternative Cup sites, but it's more than likely Honolulu will get the nod. The "L.A. of the Pacific" has three big things going for it; plenty of wind, a time differential that would have the afternoon races in Hawaii coincide with mainland prime time television hours, and the fact that Conner, after two years of practice, is now the world's expert on those waters.

Assuming that the Cup competition is going to Honolulu, we at *Latitude 38* would like to offer Dennis and the Sail America Foundation a couple of suggestions on how to keep the Cup from withering and from becoming a freak of the sporting world.

Our first suggestion is to keep the various challengers and defenders in the action as long as possible to sustain broad-based international interest. After all, in the most recent Cup competition half of the challengers — and their followers — were out of it before the Trials were two weeks old. Think of the guy in Chicago who put up a \$1,000 to support the Heart of America Challenge; how long do you think he remained interested? And do you think he's eager to plunk down another grand for the next Cup? The correct answers are "about a month" and "no".

So how do you keep the other challengers and defenders in? Easy, you eliminate the match racing stuff and go for fleet competition. This may seem sacrilegious to some, but let's take an objective look at what happened in Perth. Conner thrashed USA in the quarter-finals 4 to 0. He would have done the same to the Kiwi's in the semi-finals if it were not for a breakdown in one race. And we all know he drubbed the Aussies 4 to 0. But these one-sided scores don't even begin to tell how lopsided the victories were. Not only was it exceedingly rare for Conner to lose, it was almost equally rare for him to ever be behind. So please, let's not have anyone arguing how great the America's Cup match-racing was, because there wasn't any.

We therefore recommend that the America's Cup become fleet racing. And to add to the spectacle, we suggest that each challenger and defender come up with not one boat, but a three-boat team. Naturally these can't be

cont'd on next sightings page

feeling

ground level light source for traffic lights (with a light tube to the actual colored lenses), and channeling light into laboratories where bulbs would be dangerous or unsanitary.

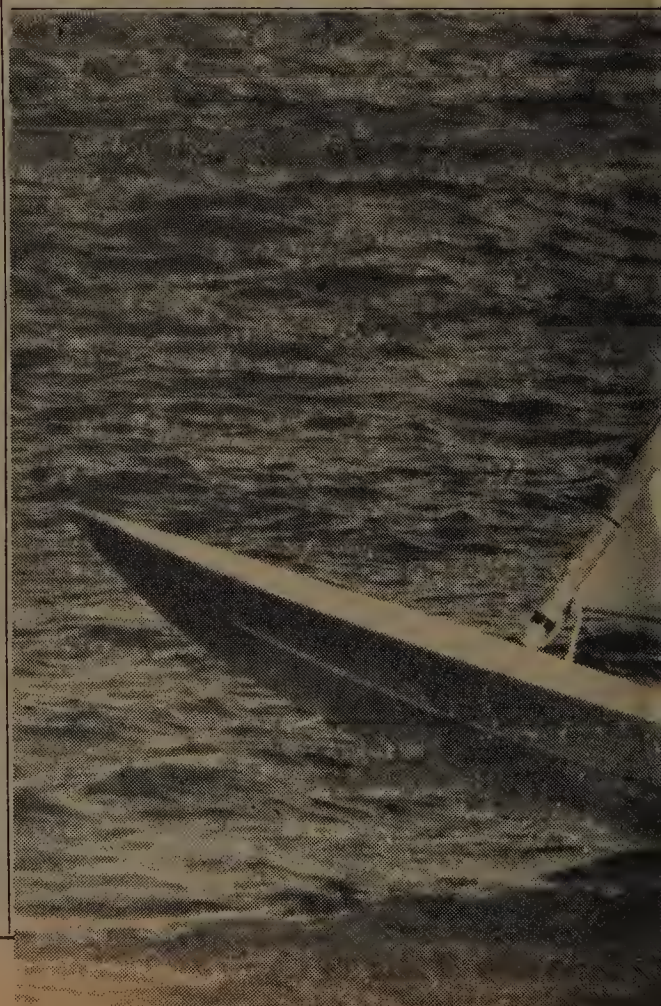
One of the things all this brings to mind a scene from the movie *The Graduate*. Remember that one? Right near the begin-

new look for

The San Rafael YC began in 1939, but ever since the 1950s, it's occupied a small, inauspicious building at the west end of the San Rafael Canal. In those early days, the quarters were adequate. With the growth of the club over the years, however, they first grew "cozy", and then downright cramped. Last year, the club decided to expand.

And expand they did. The now completed work almost doubles the square footage of the old clubhouse, which still forms the central core of the building. The expansion has given the club a new, modern kitchen; dining room; heads and showers for members and guests; and foyer. Outside are a newly paved parking lot, brick flower boxes and a nifty new brick barbeque. The new dining room is the favorite so far. Says one member, "Now when we want to dance, we don't all have to get up and move the tables

president's day



groovy — cont'd

ning of the cult classic, Benjamin (Dustin Hoffman) is at a graduation party thrown by his parents when a slightly inebriated family friend comes up, and says, "Ben, I'm going to say just one word . . . (dramatic pause) . . . 'plastics'."

He wasn't kidding.

an old club

out of the way."

Best of all, the renovation didn't set the club treasury back much more than the cost of materials. About 95 percent of the work was done by members, and they did a job that would make any contractor envious. We were particularly impressed with the tile work, having royally botched similar jobs ourselves. It's not as easy as it looks.

SRYC honors reciprocal privileges for other yacht clubs. For a double treat this summer, why not stop by and check out their handiwork some weekend? If you've never been, the San Rafael Canal is an interesting respite from the stiff breezes of summer (you'll need an operable motor); the club is a real class act; and SRYC members are as nice a bunch of folks as you'll meet anywhere on the Bay. Guest dockage is limited, so be sure to call ahead.

weekend fun



LATITUDE 38/RICHARD

future of the cup — cont'd

12 Meters, since they are too damned expensive, horribly boring to watch and sail, and completely useless after the Cup.

Do you want to see a forlorn sight, a monument to a type of boat whose time has passed? Just drive by Anderson's Boat Yard in Sausalito and have a look at the Golden Gate Challenge's E-1. The wildly expensive boat that was doomed to disposal almost as soon as it hit the water is as sobering a vision as a head-on collision. As we see it, the boat's only redeeming feature is that it was designed, built and outfitted in Northern California, thus keeping the money in the local economy. Unfortunately, the same can not be said for USA.

No, what we suggest is that the America's Cup be fleet racing in IOR boats between 40 and 80 feet. Think of the variety; you can have big Frers maxi's and little Farr 40's from all over the world battling it out on the same course at the same time. And while it's true the IOR world has been shrinking, the rule itself has become sufficiently refined so this wide range of boats can be rated equitably.

And think of the money to be saved by using IOR boats! A syndicate could put together a trio of completely competitive 40-footers for about a million bucks — about 1/20th of what it's likely to cost for 12 Meters the next time around. And unlike the 12's, they'll have some residual value once the series is over.

Personally, we could see supporting a local million dollar challenge of three IOR boats, designed by locals like Bill Lee, Carl Schumacher, Bob Smith, Jim Donovan, Tom Wylie, Gary Mull, etc., to be built by Bill Lee, C&B, Alsberg, Moore, Olson, or other local yards. But the thought of chipping into a \$20 million campaign to have Boeing or somebody design three dinosaurs to be built by a yard on the east coast . . . hell, we think we'll pass. The \$20 million dollar stuff is too far removed from sailing as we and 99.9 percent of our friends know it, and we think it perpetuates a completely distorted idea of what sailing and sailors are all about.

Our last suggestion has to do with the courses. Four triangles are nice, do a superb job of testing certain sailing skills, but are utterly unimaginative. Thus we suggest a five race series, with three traditional triangles off Honolulu and two longer races. One of the longer races would be a 150-miler or so, say across the Molokai Channel to Maui and back. It would be a terrific endurance sprint, sailing's answer to the grueling 440 in track. And think of the dramatic scenery for television! You show a race like that on national television and the next morning you'll have hundreds of people all over the country banging on the doors of sailing schools trying to sign up.

The finale of any great event like the America's Cup needs something special; we suggest an Around the State of Hawaii Race, 775-miles of sailing in all kinds of winds and conditions with plenty of opportunity for different strategies. And again, even the worst Around the State Race has been 100 times more breathtaking and dramatic than was the last America's Cup.

Those of you familiar with racing have no doubt now realized that what we're suggesting is that the America's Cup and the Kenwood Cup (former Clipper Cup) become one and the same. Darn right we are, and with good reason. We've followed both the America's Cup and the Kenwood/Clipper Cup closely over the years, and if you want to be objective, you have to admit that the only thing the America's Cup has had going for it is hype. You take away the sponsorship and the television, and what you've got is something that's inherently pretty dull.

Compare it with the Kenwood/Clipper Cups, which haven't had an iota of the benefits of major television coverage or commercial sponsorship. Even without them the Clipper/Kenwood Cup has turned out tremendous fleets of fascinating variety from all over the world. There's been the tightest imaginable competition, with races frequently being decided by two or three seconds. And action! You've got boats slamming into big seas and rigs falling down, you've got boats exploding down waves at 22 knots, you've got maxi's overlapped on spinnaker runs for 25 miles, you've got waves breaking over

cont'd on next sightings page

future of the cup — cont'd

the second spreaders of boats at critical rounding marks, you've got girls in bikinis, you've got *Kialoa* broaching and scraping \$50,000 of masthead gear off in the ocean, you've got guys speaking in Japanese, you've got unparalleled drama, you've got spectacular scenery . . . you've got a ding-dong, first-class ocean racing rumble worthy of every bit of publicity accorded.

Before you recommend we be shipped off to the funny farm, we suggest you get a copy of the 20 minute video Leslie DeMuese and Phil Uhl did on the last Kenwood Cup and a video of the most recent America's Cup. Watch 'em both, and then you decide which event ought to be the America's Cup.

So to Dennis Conner we make this heartfelt appeal: You became a major figure in sailing history by losing the Cup. You've become an even greater figure by winning back the Cup. But both achievements pale compared to the possibility that you might be the one responsible for changing it to something that all sailors can wholeheartedly support. We're not just asking you Dennis, we're begging.

the good old days are back!

Racing to Vallejo is a tradition that goes all the way back to the spring of 1900, the year the Vallejo Yacht Club was founded. For most of the 87 years since then, the Vallejo Race has been the official opening event of the racing season.

But after the 1970 race, when 569 boats and their crews clogged the harbor and overran the yacht club, the YRA fleet has been split in half — with the other half going south to Coyote Point.

Only trouble was, four out of five racers still have a strong preference for Vallejo — the weather is better, the course is more interesting and — believe it or not — they miss the good old days when the entire YRA fleet was jammed into one place for the weekend.

Now the VYC is ready once again to take on the whole fleet, expected to number over 600 boats. How can they do it?

✓ The yacht club harbor was dredged two years ago. Combined with favorable tides, this means no draft problem.

✓ The municipal marina, located a short distance up the river, got a new breakwater three years ago. It can handle most of the overflow.

✓ Big boats can anchor out in the river — just like the good old days. Shuttle boat service will be provided.

✓ The City of Vallejo is making the big parking lot a half block away at City Hall available for the event.

✓ There is a good possibility that Marine World will become a partial sponsor, and provide a huge tent to handle the yacht club overflow.

✓ Red & White Fleet ferries will offer several scheduled trips between San Francisco and Vallejo, to help with press coverage and crew logistics.

The big weekend is May 2nd and 3rd, and for most competitors it will count as the first race of the YRA season.

Another first: If you're not planning to enter a YRA class or division this year, you can still sign up for the Vallejo Race weekend only. A special entry fee of \$50 gets you in — that's about half the regular YRA entry fee. (The YRA office gets very, very busy around that time of year, so try to have your entry in by mid-March.)

Vallejo Yacht Club expects this to be the biggest sailing regatta ever held in Northern California. They have a reputation for good food, a good band, and great parties. If you're not there you better have a very good excuse.

you snooze, you lose

Procrastinators, listen up. The feds require applications for marine events — such as Bay races — 30 days in advance so the event can be listed in the *Local Notice to Mariners*.

"Late submittal can jeopardize issuance of a permit, without which the event cannot take place," says a cryptic note in the January 22 *Notice*. If you want to take this up with the Coast Guard, contact the 12th District Boating Safety Office at 437-3309.

sea

Her name is Jena and her breed is Schipperke (pronounced "Skipper-key"), but this is more than just another dog on a boat. Historically, Jena represents the most seafaring of all breeds of canines.

The fact that "Schipperke" means "little skipper" in Flemish ought to be your first clue. The fact is, this little descendant of the larger European shepherd breeds has long been a fixture aboard the Canal boats of Belgium and Holland. As is the custom, entire families live and work aboard these "waterborne trucks", and few are without at least one faithful Schipperke. Like most long-lasting items aboard a boat, the dogs



JOHN T. MCCARTHY

dog

are multiple purpose: companionship, rat killers, watchdogs and living foghorn are a few of the duties they customarily perform. They are said to be fastidiously clean dogs, and their shiny black coats shed water and insulate as good as the best foulies. They are even trainable to use a tray full of kitty litter when they cannot go ashore. We've also seen a few on cruising boats, where they are said to be just as useful.

Jena, the new mascot at Kermit Parker Yachts in San Rafael, is only four months old so she still has some growing to do. An adult Schipperke weighs in at 12 to 15 pounds, just right for a cockpit — or a lap.

the navigation foundation

LORAN and SATNAV are major breakthroughs in the field of navigation, but for some, black boxes will never take the place of a sextant, chronometer and plotting sheet. If you're one of those, you might be interested to know there is a national organization for celestial navigators. It is called The Foundation for the Promotion of the Art of Navigation, or simply The Navigation Foundation. Its purpose is to further the art and science of navigating by the sun, moon and stars.

Based in Maryland, the foundation offers members such benefits as discount book rates, expert assistance in navigation techniques, information on navigation courses, and a quarterly newsletter with "how to do it better" articles by such navigation leaders as Thomas Davies, Terry Carroway and Dale Dunlop.

The \$25 membership fee is tax deductible. To join, or for more information, contact Admiral Thomas Davies, President, The Navigation Foundation, P.O. Box 1126, Rockville, MD 20850, or phone (301) 622-6448.



AMERICA'S COUP AT

The fat lady has sung! In case you are a blind, deaf cave dweller and didn't catch her act, she closed out the America's Cup with a rousing rendition of "Stars and Stripes Forever" — or at least one of a half-dozen video equivalents. Quite a change from 1983 when the tune was "Waltzing Matilda". The only thing close this time was the way Dennis Conner's *Stars and Stripes* waltzed around Gage Roads on

It's been a long time
since the America's
Cup was 'just'
a boat race.

her way to four effortless victories and the win of the most coveted seductress in yachting: the 1987 America's Cup.

You'd have thought it was the second coming. Hey, we expected some major media attention, but we haven't seen news coverage like this since the moon landing. In the past four months of eliminations, the

All this for a boat race?

There's more. Conner and crew had a congratulatory dinner at the White House. They enjoyed a tickertape parade in New York. Conner appeared on the cover of *Time* magazine, and will doubtless appear on many more covers and talk shows in the near future. Dennis has also completed several commercials for sponsors. He is already spokesman for Izod shirts, Royal Viking Line and Disneyland, and other offers are pouring in almost daily. Ford, another major backer, is planning a limited edition *Stars and Stripes* model Lincoln Town Car. Conner's agent (yes, he has one of those, too) reports Dennis' annual income from endorsements "could very readily be in seven figures."

All this for a boat race? And an embarrassingly one-sided yawner at that?

Well, it's been a long time since the America's Cup was "just" a boat race. Then again, it's never reached the near-obscene heights of this last go-around. ESPN is largely the one to blame and thank for the



FRANÇOIS MOUIS

AmCup proceedings were lucky to get an occasional lukewarm mention on the network or a back-page inch or two in most papers. When Dennis Conner sailed into history on February 4, though, the news made the front page of every major daily in America (and probably Australia), and was the lead sports story on nearly every major newscast. Dan Rather talked about it. *Good Morning America* had Conner on satellite interview. Heck, even Walter Cronkite anchored a post-race wrapup from Fremantle. "The Holy Grail of Yachting is Ours!" screamed headlines, "Conner Vindicated!" "It's America's Cup Again!"

Above, 'Stars and Stripes' during a spinnaker set. Right, the America's Cup and the man of the hour, Dennis Conner.

phenomenon. Their superb coverage was something of an America's coup in bringing sailing to the average American household and making it interesting enough to keep about half those households up way past their bedtime. In return, the AmCup boosted the cable sports network's ratings to an all time high. If Atlanta had a Grauman's Chinese theater, the first print in wet cement would be made by *Stars and Stripes* keel. Other stations didn't do bad either. Coming as it did during a lull between major sports



THE AMERICA'S CUP

events, Sylvester Stallone movies and anything positive in America, the victory Down Under gave the Nation a much-needed something to cheer about.

The races themselves were, in a word, grim. To keep a short story short, the long awaited showdown between the best American boat, *Stars and Stripes*, and the great gold hope of Australia, *Kookaburra III*,

was no contest. *Kookaburra* is generally conceded to turn faster and out-accelerate big blue *'Stripes*, but Conner never let them close enough to find out. He consistently and convincingly outsailed the Australians on every point, including the light winds which had heretofore favored the Kookas. In four races, the extent of the Australian threat was winning one start and leading for approximately 15 minutes in race three. Otherwise, *Stars and Stripes* lead at every mark, and won by a minute and change on every race.

As we speak, detailed post-race analyses

are gearing up to inundate the sailing media in the months to come. What it all boils down to, though, is teamwork. As ESPN commentator Gary Jobson points out, a successful America's Cup campaign must be strong in three areas: technology, crew and shoreside management. Despite a smaller budget (\$18 million to *Kookaburra's* \$28

The extent of the Australian threat was winning one start and leading for 15 minutes in race three.

million), Sail America had all three in spades. Not that the *Kookaburra* syndicate was weak, mind you. In fact, their shoreside organization was said to be second to none — the 230 sails made for the boat alone should tell you something about their support team. But in technology and crew work, *Stars and Stripes* had *Kookaburra III* beat before the series even began.

Consider: In preparation for this contest, Conner did more testing and more sailing with more boats than any other syndicate in history. Three of the five boats in the Sail America syndicate were new, and in the year preceding the Cup, Conner sailed on at least one of them every day. He and part of his crack crew have participated in more America's Cups than anyone else in Fremantle — this one marks number four for many of them.

In the area of technology, a design team headed by Dave Pedrick, Bruce Nelson and Britton Chance gave the newest *Stars and Stripes* just the right combination of rig, hull and keel for the optimum 18 knots of wind expected and delivered by the "Fremantle Doctor". (Shown briefly after the last race, *'Stripes'* keel is short and narrow at the root, and wide and long at the bottom, with small "winglets" at the after end. In profile, it has been dubbed the "roman nose" keel for its resemblance, on both ends, to that facial feature.) As though that weren't enough, they then skinned the underbody with more high technology: a drag-lowering plastic coating.

In comparison, this was the second Cup series for *Kookaburra III* skipper and co-



FRANCOIS MOUSIS

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designer Iain Murray, and the first time he and any of his crew had made it to the finals. Though Murray is a world-class helmsman, he doesn't have anywhere near Conner's 13 years in the 12-Meter game. In the 12-Meter technology scene, where a tenth of a knot is considered a major gain, the Iain Murray/John Swarbrick-designed *Kookaburras* were simply no match for the super-tricked-out *Stars and Stripes*.

(In our "For What It's Worth" file, although *Stars and Stripes* is without a doubt the best managed and sailed 12-Meter in existence, we can't in good conscience call it the fastest; at least not until its techno-ace is removed or everybody else allowed to use it. We're referring to the plastic coating on the bottom. The Golden Gate Challenge's *USA* went into the semi-finals a tenth of a knot

drew near was not *Kookaburra III*, *Kookaburra II* or either of Alan Bond's *Australia*'s. It was *Steak and Kidney*. The Sydney-based 12, (which would certainly have won the name award if there was one) had undergone changes in early December that, in the words of one observer, "made it demonstrably faster than the other defenders." Unfortunately, it was so far down in the points standings that the only way it could have been chosen to defend was to win all its remaining races. Obviously, it didn't.

Hindsight is hindsight, however, and "what ifs" are moot at this point. At least until the baseball season starts, America has itself a brand new hero: Dennis Conner.

What he does like, what he lives and breathes for, is competing, racing and winning.

There is at least one characteristic upon which detractors and supporters agree. That

'Stars and Stripes' is without a doubt the best managed and sailed 12-Meter in existence . . .

is that Dennis Conner is a superlative organizer whose relentless attention to detail borders on the fanatical. As a youngster around the San Diego YC, if his boat wasn't set up exactly the way he wanted it, he



FRANCOIS MOUSIS

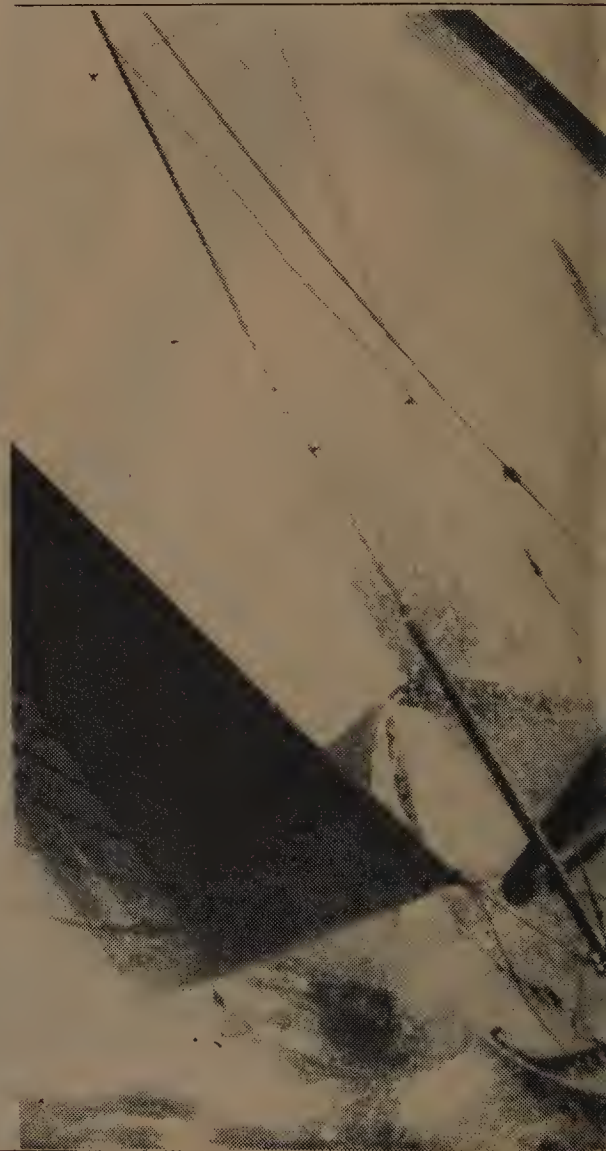
faster than she'd ever been, and with two defeats over *Stars and Stripes* out of three previous meetings. Yet Conner shut down Blackaller and company four races to none. Then he turned right around and beat the "unbeatable" *Kiwi Magic* four races to one. Could the subtle changes made to ballast, keel and rig have brought *Stars and Stripes* from a tenth slower to two tenths faster (as Blackaller claims) than they were before the semis? It seems doubtful — possible, but doubtful. More likely, the plastic coating applied just before the semis made the difference.

We're not saying it wasn't kosher. All's fair in love, war and 12-Meter sailing. We are saying that, all bottom coatings being equal, for our money the fastest boats in attendance in Fremantle were *USA* and *Kiwi Magic*.)

Interestingly, the potential defender that concerned Conner most as the Cup races

'Kookaburra' (foreground) ran a consistent second in a race where there's no such thing.

It couldn't have happened to a more unlikely guy. Conner is probably the sport's most enigmatic personality. Physically, he is neither the hard-bodied olympiad nor the rock-jawed old salt most lay people might envision. Instead, he is a soft-edged bear of a man who speaks in a teen-age falsetto. In the sailing world, he is universally respected, but not universally liked. Around strangers, he is at once shy and arrogant. To his public, he is humble and gracious and witty. To his crew, he is uncompromising. "If a crewmember will put this ahead of his religion, his family, his girlfriend, his home, his career," he has said, "then I'll give him a tryout." He has said that he doesn't particularly like sailing (he reportedly cannot swim past a dog paddle).



THE AMERICA'S CUP

wouldn't race. Which brings to mind another quirk. Conner likes to race with an edge. Nothing illegal, just some sort of physical or mental ace up the sleeve. In more self-assured days, *Kiwi Magic* skipper Chris Dickson put it this way: "If you put (Conner) in a duel with pistols and one bullet apiece, he'd want two bullets. If he had two, he'd shoot true with the first one. But if he had only one, he'd miss."

There are those in the sport who think Conner is too much, that his total immersion in a quest spoils everybody else's chances. "I'd like to get him the hell out of sailing. I think he hurts it," is how one skipper put it. Curiously, most of those who make such comments are not corinthians raising the old pro vs. amateur controversy; they are other pros. Conner's reply: "What they're saying is, 'If I were willing to give as much as Dennis

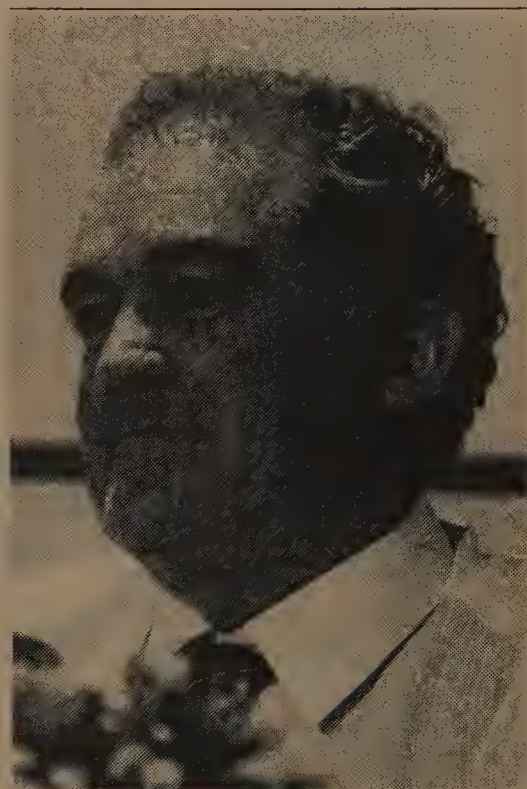
does, I could be as good as he is.' That's just an excuse to lose."

Touche, Mr. Conner. And congratulations to you and your crew from all of us at *Latitude 38*. You done good.

So okay, we won the Cup back. Where do we go from here?

In the short term, Conner and some of his crew are headed to SORC in Florida. Jeez, these guys really are possessed. Later on this year, they will race *Stars and Stripes* in the 12-Meter Worlds in Sardinia (which USA may also attend). The America's Cup, the Auld Mugness itself, arrived with Conner back on American soil on February 7. Until a place of honor is completed for it at the San Diego YC, about six months hence, The Cup will be on public display at the Home Federal/Cal Fed Savings and Loan building in San Diego. It is also due to make a personal appearance tour of the various

A kookaburra is an Australian bird of prey. By race three, this one was well on its way to extinction.



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'Kookaburra' (Taskforce '87) kingpin Kevin Parry announced a multimillion dollar campaign to win the Cup back before it was even lost.

American yacht clubs that put up challengers, including the St. Francis YC. (We'll let you know the dates as soon as they're set.)

In the long run, plenty is already afoot for the 1990 challenge. Before the fourth race was even completed, *Kookaburra* kingpin Kevin Parry had pledged a combined \$30 million Australian reclamation campaign. He said he already had commitments of half that

... but for our money
the fastest boats in
Fremantle were 'USA'
and 'Kiwi Magic'.

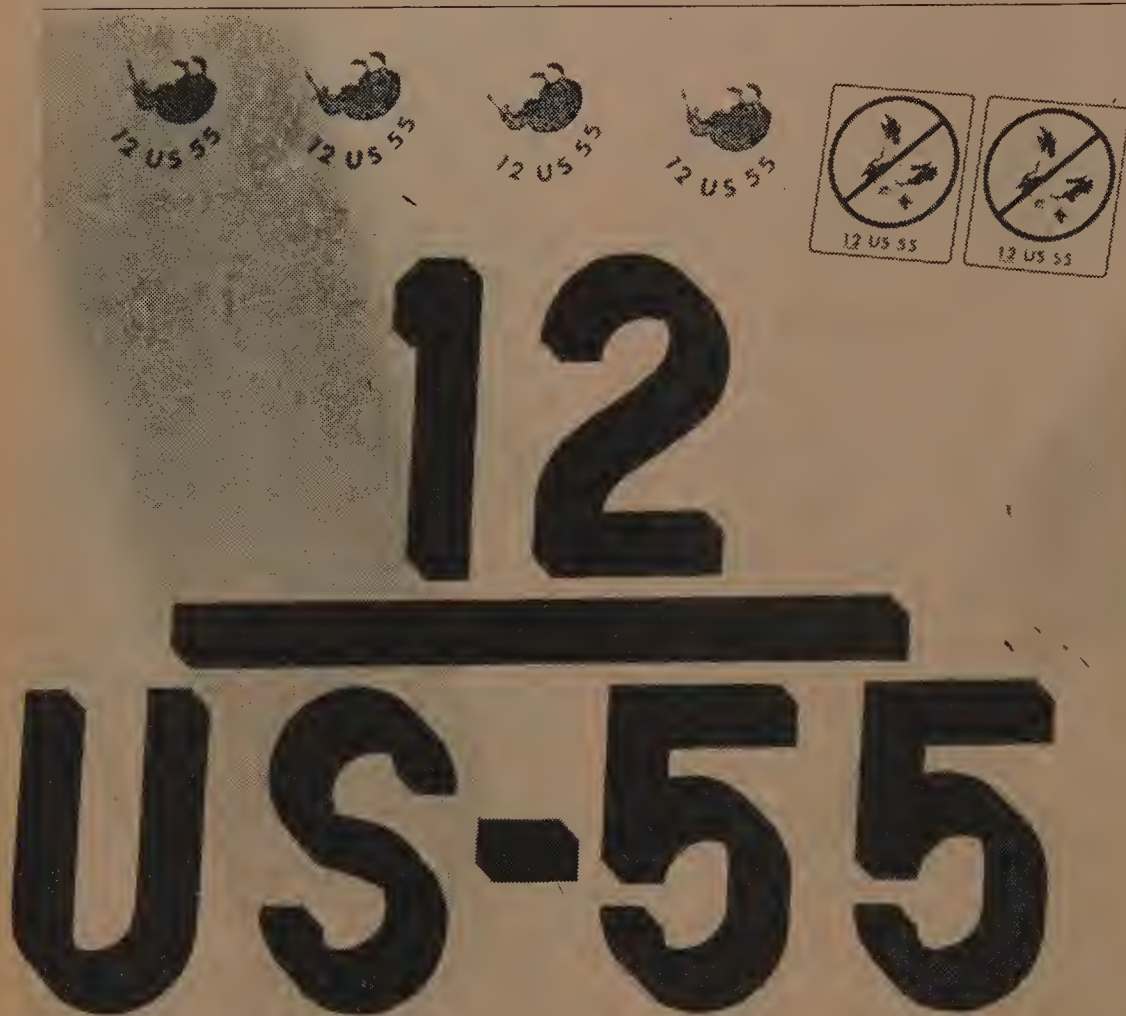
amount and that the government was even going to kick in some money. Iain Murray and crew, who are given room and board in one of Parry's condominium projects (in addition to pay), are going to take three months off, then its right back to work for the next challenge. Here are some other developing developments:

Location — Although the San Diego YC is the challenger of record, Sail America



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AMERICA'S COUP AT



the moment. Revenues for the host city are estimated at \$1 billion.

Contenders — There will likely be fewer than the six American syndicates that competed in Australia. One reason is that Dennis Conner is almost certain to be back at the helm looking for win number three. Don't

"The San Diego site would be like racing the next America's Cup on Lake Merritt."

discount our own Golden Gate Challenge from the field in 1990, though. The design is fast, and the syndicate has tasted blood. The syndicate is still alive and well and at this point, at least a year ahead of anybody else in front-rudder technology. If they can keep up the momentum, they have three whole years to tame the wild bronc into a thoroughbred.

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The "kill" stickers on 'Stars and Stripes' said it all.

made a provision for other coastal cities to bid for the actual races. A committee formed of Sail America and SDYC members must make the final decision on location by June. Prerequisites for consideration are existing and proposed facilities — meaning how much money they're willing to throw at the deal — and wind conditions. Many San Diegans seem to think the chances of the Cup being held there are good. "The conditions here are most like Newport (Rhode Island)," they point out. Which is precisely the problem: there's no consistent wind in either place. Tom Blackaller likens the San Diego site to "holding the next America's Cup in Lake Merritt."

The off-the-record favorite of most of the *Stars and Stripes* crew is Hawaii, and Honolulu is now preparing one of the more ambitious proposals. Other cities with bids in process are Atlantic City, Newport (R.I.), and yes, San Francisco. Estimates vary as to how much such an event might drain city coffers — \$25 million is a popular figure at

PARTING COMMENTS

"The entire seagull population of Fremantle wheeled overhead in terror, and above them were enough rattling helicopters to evacuate the town."

— Kimball Livingston, *San Francisco Chronicle*, in describing the scene in Freo after Conner's victory.

"We didn't show all of our cards from the beginning. That's part of the game, and that's part of the strategy. We had a little tiger left in the tank."

— Conner's response to a question about sandbagging early in the trials.

"We'd rather have (the next America's Cup) than the Olympics."

— S.F. City Superintendant John Molinar

During the post fourth-race press conference, Cliff Iain Murray's dog, momentarily upstaged Dennis Conner's victory speech when he stole onto the stage to nuzzle Murray's ear. "I've been upstaged by a dog," said

Conner. "I thought I got rid of that when I sold *Liberty*."

"Dennis said, 'Okay, guys, this is the last tack in the 1987 America's Cup.' He tacked the boat, and I turned around and looked back... he was crying. He had tears in his eyes."

— *Stars and Stripes* trimmer Adam Ostendorf

"The most likely candidate (for the next Cup race) is San Diego. But it's far from guaranteed. Mayor Maureen O'Connor said her city has well in excess of the \$25 million needed for new docks. But you can't buy wind..."

— Adam Loory, *USA Today*

"What's the bad news?"

— *Kookaburra III* skipper Iain Murray's reply to news after the third race that there might be a bomb aboard the boat.

"My kids think Dennis is a hero, and I

THE AMERICA'S CUP

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The marks were hard to miss. Note silhouettes of Cup attached to superstructure.

think that's healthier than Rambo."

— Pam Shaw, San Diego YC Cupwatcher.

"The guy's not unbeatable. He's a human being. He's just got a bloody unbeatable boat."

— Kookaburra crewman Rick Goodrich

"He's at an age where you don't have to worry about him taking drugs or something like that. Dennis Conner is not a typical Olympic-age athlete. He's a likeable Ted Turner. I'd take him very seriously as a potential spokesman."

— Lesa Ukman, editor of *Special Events Report*, a Chicago-based newsletter that tracks corporate sponsorships.

"The Cup is in danger of becoming the victim of syndicates having the most money. The money spent by the Kookaburra team would have paid for nine high schools in Western Australia."

— Brian Burke, premier of Western Australia

"Why did the America's Cup become a salt water version of *Dynasty*? Advertising, that's why. There was a time a spinnaker was utilized to move a boat downwind. Now it's used to advertise. Cadillac, Bud, Conrad Hilton. Those vessels were relying on sales, not sails. They kept saying the America's Cup was the Super Bowl of yacht racing. They were right. It was just as boring."

— Art Spander, *San Francisco Examiner*

"The biggest thing to hit this club before this was when one of the cooks came down with hepatitis a few years ago."

— San Diego YC member

"This one was the best. To lose it and come down here and win it back. There will never be one as sweet as this."

— *Stars and Stripes* crewman John Wright (this is his fifth America's Cup)

"Hell to Dennis would be a day on the beach at Acapulco."

— Judy Conner (Dennis' wife)

The challenger field will be bigger than ever next time around. In addition to the British, the Australians, the Italians and the French, all perennial challengers, we are likely to see a return of the New Zealanders if they can afford a stateside effort. Also reportedly interested are the West Germans, the Swedes, and a very determined group in Japan. Several of the Fremantle 12s were reportedly sold to this last group, including both of Alan Bond's *Australia*'s.

Designs — There is a glimmer, however faint, that the next Cup might be raced in something other than 12-Meters. Let's face it, winged keels and geeks be damned, these things are dinosaurs. Continuing to race them is like perpetuating a class of high-tech racing school buses while Ferraris zoom by on the outside lane. Compared to almost any modern racing boat, 12-Meters are low, slow, heavy, undermanned, unsafe and, without major work, unsuitable for anything but racing other 12-Meters.

Now that we've got that out of our

AMERICA'S COUP AT THE AMERICA'S CUP



FRANÇOIS MOUSIS

SAIL AMERICA AT A GLANCE

THE SYNDICATE

Syndicate Chief: Malin Burnham
Yacht Club of Record: San Diego
Yachts: *Spirit of America*, *Liberty* (1983 A-Cup losing boat), *Stars and Stripes '85*, *Stars and Stripes '86*, *Stars and Stripes '87*.

THE BOAT

Stars and Stripes '87
Designers: Britton Chance, Dave Pedrick, Bruce Nelson
LOA: 64' 4" **Disp:** 22.7 tons
Draft: 8' 11" **Beam:** 12' 6"
LWL: 44' 7" **Sail Area:** 1,539.3 sq. ft.

THE CREW

Skipper: Dennis Conner, 44, San Diego
Tactician: Tom Whidden, 39, New York
Navigator: Peter Isler, 33, Honolulu
Mainsail Trimmer: Jon Wright, 38, Philadelphia
Pitman: Jay Brown, 28, Vero Beach (FL)
Bowman: Scott Vogel, 26, Shoreham (NY)
Stewart Sylvestri, 25, Waterford (CT)
Sewerman: John Barnitt, 24, San Diego
Grinders: Henry Childers, 26, Warwick (RI)
Jim Kavle, 26, Philadelphia
Tailors: Adam Ostendorf, 31, New York
Bill Trenkle, 29, Garden City (NY)
Kyle Smith, 31, New Orleans
John Sangmeister, 25, New York City

systems, the few allusions to a change of venue we've heard were roundly denied by Sail America and SDYC. The 1990 Cup will probably be raced in 12-Meters, as have all meetings since 1958. Sigh. Of course they will all sport the latest appendages. The dress code now seems to be swinging away from wings and toward front rudders and bulb keels a la USA. The Aussie, Kiwi, British and Sail America camps have all made statements to the effect of "We're going to give that design a long, hard look." Also expect almost all the new 12s to be built of fiberglass, as was *Kiwi Magic*.

If you can believe it, secrecy will likely be even more ridiculous. After the brief glimpse given reporters, *Stars and Stripes'* keel went back under wraps. According to Sail America, that keel will not be shown again. "When *Australia II* showed the world what the keel looked like, it gave the other teams six months of lead time in their designs," was the explanation given by a syndicate spokesman. The celebrated "geek" keel and rudders of USA also went undercover after her elimination for the same reasons.

(Incidentally, if the races are held in San Diego, it would be back to the drawing board

for almost all contenders. The 1987 12s were built for the stiff breezes of Fremantle and most would be unsuitable for the light breezes of San Diego.)

Sponsorship — This is probably the biggest change from past years. The next America's Cup will usher in the era of full-blown corporate sponsorship behind each syndicate. What you saw this time in the logo-ed spinnakers and hull decals was just the beginning. Barring some rule to the contrary, 1990 contenders may look like those race cars where you can't tell the color of the car for all the decals.

For a brief time 135 years ago, the America's Cup was just a jolly good boat race between corinthian yachtsmen. Soon after, it became a rich man's sport, with grand yachts run by small armies of white-uniformed men. Now the boats have shrunk while the price tags soared. No longer can an individual or group — or, what the heck, most countries — hope to raise the tens of millions of dollars it takes to wage a successful campaign. Now the America's Cup is the amusement of star wars computer wizards. It's a candy store for multinational self-indulgence. It's an arena of politics and intrigue where the very technological reputation of a country is on the line.

All this for a boat race?

— latitude 38 — jr

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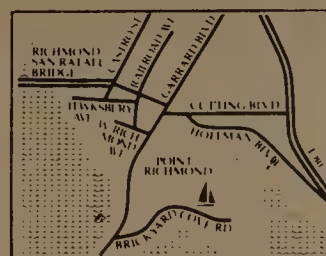
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THE REBIRTH

A lot of Santa Cruzians are probably wondering what's become of the Columbia 50, *Xanthippe*. And with good reason. Up until lately, the Tripp design, owned by Alan Simpkins and family, has been a marina institution.

The first of three Columbia 50's on Monterey Bay, Simpkins purchased the boat new, way back in 1967. At that time Santa Cruz yacht harbor was nearly empty. "I remember spending a whole day walking around trying to decide which of the 200 empty slips I wanted," says the former commodore of the Santa Cruz YC.

But once *Xanthippe* had a slip, she didn't spend much time in it. With sons Bob and Bill



Say goodbye to those old scuppers.



Bob Thomsen in front of C&B Marine's building on Monterey Bay.

— 18 and 16 at the time — to crew, there was lots of sailing to be done. To Simpkins, it seems as if they've done "thousands and thousands" of Wednesday night races. And then there were the longer ones; the Windjammers from San Francisco and

longer ones to Santa Barbara.

Xanthippe's longest race has been the TransPac. By sailing in the 1967 race to Honolulu, she earned the distinction of being the first boat from Santa Cruz to compete in that west coast classic. As we all know, scores of Santa Cruz boats have followed in her wake, often with illustrious results.

The white-hulled Columbia also did TransPac's in 1971 and 1975. A good reaching boat, she was always high in the standings for the first couple of days. But having been designed to the old CCA rule she is too heavy to surf; by TransPac's end she'd always fallen to the middle of the pack.

In addition to all the racing, the Simpkins have taken *Xanthippe* on many pleasure sails. Says Alan, "We've always enjoyed taking people out sailing, and over the years many people in Santa Cruz have

All the cabinetry gets new varnish and hardware.





learned to sail on *Xanthippe*. In fact, I can't think of a boat in the harbor that's been used more."

(By now you're surely wondering who or what *Xanthippe* is. To terminate the suspense, *Xanthippe* was Socrates' wife. Please, don't ask who Socrates was).

As are all boat owners, after a number of years Simpkins was faced with a dilemma. On the one hand, the *Columbia* was a treasure chest of pleasant family memories; on the other hand, she had some irritating features and qualities that became increasingly aggravating with time. Thus the ambivalence over whether to keep the boat or replace it with another one.

Simpkins initially tried to solve the

'*Xanthippe*' got new thru-hulls, but had no osmosis.

dilemma by eliminating some of the more aggravating features. The poorly designed mainsheet system, for

instance, had always bothered him. Since the traveller was between the crew and helmsman cockpits, during every jibe the sheet would "clear the cockpit or snag the binnacle". Moving the traveller to the top of the house solved that problem.

Then there was the original single spreader rig. Because of the wide single spreaders,

The *Columbia* 50 awaits her new pre-fab teak decks.

Xanthippe's headsails couldn't be sheeted in tight, and thus she couldn't point with newer boats. A new, narrower Ballinger double-spreader rig allowed closer sheeting and higher pointing than even Simpkins had anticipated. The further addition of a hydraulic backstay, outhaul and flattener have also greatly enhanced the boat's windward ability. The mast is also 2.5 feet taller, so with the addition of extra panels in the old spinnakers, the old girl is even quicker off the wind than before.

While the above changes were very satisfactory, they didn't address all the irritations. Engine access was still poor and its location made the boat a little stern heavy. The wiring and plumbing were dated and beginning to fail. The pulpits and stanchions were showing their age. And these were just a few of the problems. Facing the reality that *Xanthippe* was no longer new, Simpkins and his wife began shopping for a



THE REBIRTH

replacement.

But the more they looked, the more they realized how much they liked the boat they already had. And naturally none of the new boats had the same sentimental appeal.

Then along came the Los Angeles Olympics and *Angelita*. Someone thought that a refurbished Eight Meter — Simpkins used to race against her in the 50's and 60's — would make a great symbol of the Olympics. Head honcho Peter Ueberroth told Simpkins that if someone would acquire the boat, the Olympic Committee would see that funds were obtained to have it restored. Simpkins purchased the boat from some fishermen and it was turned over to Bob Thomsen's C&B Marine for restoration.

Boatyards are often found in strange places; chicken sheds, cow barns, industrial



Like the 60's, 'Xanthippe's' electrics are a thing of the past.

parks, Nevada deserts and Redwood forests. But even among these, C&B Marine's location is unusual. It's the only boatyard we know of on the grounds of a 500-person, co-ed, live-in, Seventh Day Adventist High School. The Monterey Bay Academy is its formal name. From time to time, C&B employs some of the students to do sanding and varnishing.

While the 400-acre site overlooking

Monterey Bay is as tranquil as you'll find along the coast, it wasn't always that way. During World War I it was a noisy

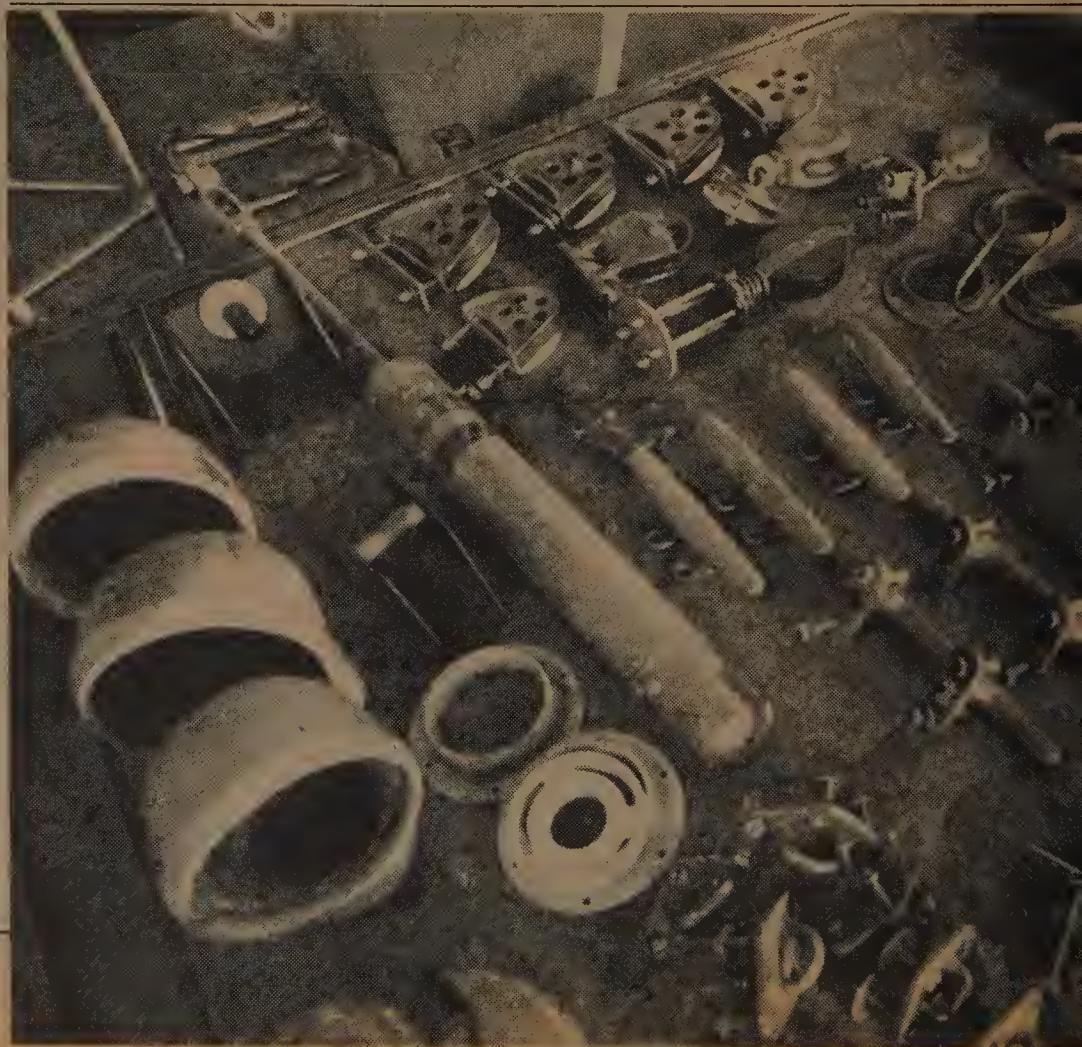
artillery range. In World War II it served as a base — at least as Thomsen understands it — for bad soldiers. Such men were put to work here overhauling tanks and half tracks in buildings including the one that's housed C&B Marine for the last 3.5 years. Thomsen need never worry about heavy equipment being dropped and damaging the floor; it's 18-inch thick concrete.

Over the years, C&B has specialized in custom cold-molded boats, having built



more than 20. They include the former Half Ton champ, *Petrified*; Larry Harvey's old Farr 38, *Timberwolf*; Peter Sutter's Wylie 36, *Wild Spirit*; and a pair of

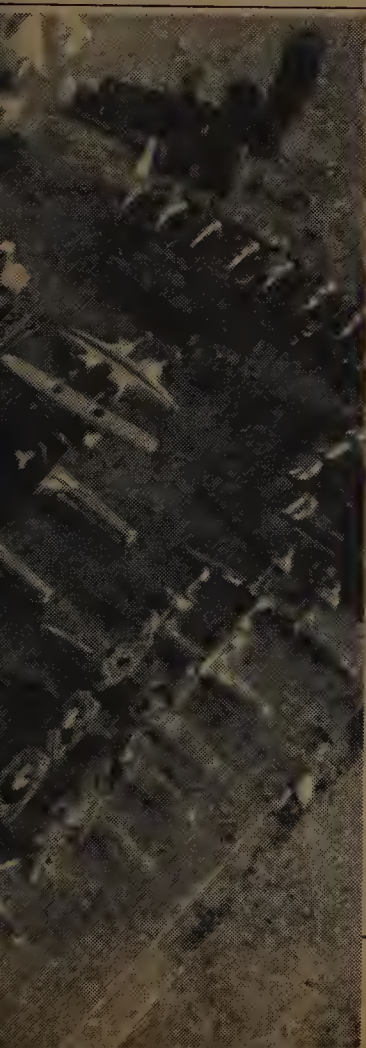
You could open a chandlery with what's been removed from the big sloop.





New ports and new formica — it's a huge refit.

73-ft traditional Alden schooners. As a matter of course, C&B



doesn't restore 20-year-old Columbia 50's, but when Simpkins saw what C&B had done with the restoration of *Angelita* — "it looked better than new" — he asked Thomsen if the same thing couldn't be done with *Xanthippe*. Somewhat surprised at the request, Thomsen decided it would make an interesting four-month challenge.

The project calls for nothing less than the total renovation of *Xanthippe*.

"Everything but the hull and deck," says Thomsen, "gets redone." This includes a new and relocated engine; entirely new plumbing, including tanks, fixtures, hoses and pumps; a new electrical panel with new wiring and fixtures; virtually all new deck hardware, from cockpit scuppers

to new pulpits and stanchions; new running lights; new ports; a new exhaust system; new thru-hulls; new formica-counter tops; and, even new teak decks! The winches are being reconditioned by Barient, and the winch bases — and other metal fittings — are being electroplated once again. All the woodwork has been taken down and revarnished, the doors and lockers getting new hardware. The interior is being painted. Even new ports of extruded plastic are being installed.

In fact, it's almost easier to list what isn't being replaced. That would include the hull and deck, the interior layout, the refrigeration system — well, that's about it. It would be a good guess that the restoration will cost more than the boat did new.

Throughout its history, Columbia sailboats had a spotty reputation. They built some boats that were considered excellent, and yet they built some that were



Soon 'Xanthippe' will be Windjamming again.

discouragingly poor. With *Xanthippe* in a unique state of disassembly, Bob Thomsen has had an unparalleled opportunity to examine her. His conclusion: "Structurally, she seems to have been very well built." He noted that there was a little bit of water in the deck, but that it had come from poor bedding. As you might expect, the cabinetry and finish weren't to

C&B standards; but then few boats are.

Blisters? After twenty years in the water *Xanthippe* shows not a trace of the osmotic curse.

About the time you read this, *Xanthippe* should be close to going back to the only home she's ever known: the saltwater and her Santa Cruz Harbor berth. We're fascinated by this project and eager to see the effect of this newest of old boats.

— latitude 38

SHAMMY'S SEVEN-YEAR

In September of 1979, Bill Shamhart sailed the 50-ft *Shammy* out the Golden Gate for a one-year-cruise to the South Seas and back. In September of 1986, seven years and one circumnavigation later, he sailed back into the Bay.

In the interim, Shamhart and his wife

cumbersome. From what I've seen and learned, if I were to do it again, I'd go with a cutter or double-headsail sloop. That type of rig has all the versatility you need."



Drying laundry on a side tie at Reunion Island (Indian Ocean).

Carol saw and did it all as cruisers. They weathered storms, groundings, robbery, engine failure, lost gear and all the other cruiser "horror stories" to enjoy the best cruising has to offer — matchless sailing, pristine anchorages, new places and people and all the rest. Bill and Carol's seven year cruise also taught them a lot about each other, their boat, and what worked best for them as cruisers. We sat down recently with Bill in the comfort (and clutter, he's doing some work in the forepeak) of *Shammy's* salon to put it all in perspective.

"I began sailing as a kid in Martinez," says Bill, a tall, lithe, retired surgeon who looks a decade younger than his 65 years. "Then for 25 years while I went to school and raised a family, I had nothing to do with the water."

"You know how I started again?" he says, flashing a smile as white as his hair. "The kids were getting bigger, so I was going through the classifieds looking to upgrade to a bigger RV. At the time, the big rigs were going for about \$30,000, which I thought was a lot. Well, my eye drifted to the next column over, which was sailboats. I soon discovered that for less money, I could get more boat. And with a boat, getting there would be half the fun!"

That was in the early '60s and Bill has been sailing ever since. *Shammy* is his third and largest yacht, but all three have been ketches.

"I originally liked the ketch rig because I liked the way it looked and I thought it would be easier for two people to sail. The split rig has been easy to sail; Carol and I (or me and one other crewman when she flew home for visits) were able to sail the boat with no problem. But I now feel the ketch rig is slow and

Like most cruisers, *Shammy* herself is big, roomy, heavy and not a particularly dazzling on-the-wind performer. Unlike most cruisers, the big ketch was built to go the extra yard in protecting its occupants.

"The boat was built at Kettenburgs in San Diego in 1965 using a new — and very ex-

pensive — process," says Bill. "In between the inner and outer fiberglass skins of the hull are five to six inches of foam 'logs' above the waterline and seven inches below" (the page you're reading is eight inches wide — Ed.) "It's positive flotation. This is a 27-ton boat and the ton and a half of foam in the hull and deck (the deck is about three inches thick) will float the boat if it's completely awash.

"It is also terrific insulation. On a hot day, it will be 10 to 15 degrees cooler down below." Bill looks around at the mass of gear displaced by his current project and grins again. "Hey, I'd love an extra foot of beam in here, but the benefits are well worth the tradeoff."

Like many cruisers, Bill has never raced, and he makes no apologies for his casual approach to sail trim. "I drive racers crazy when they sail with me," he says. "If I let them, they'll start tweaking and within 10 minutes

'Shammy' 'on the hard' at Darwin after an anchor dragged. The next tide lifted her off.



COURTESY BILL AND CAROL SHAMHART

CIRCUMNAVIGATION

get another knot out of the boat. But I've always sailed for pleasure and the serenity of it. I used to love the competitive side of my profession; to always try to be the best surgeon I could. But I didn't carry that over to sailing."

Still, twenty years of sailing and seven years of cruising taught him a lot about peaceful and not so peaceful co-existence with the moods of wind and sea.

"That saying about 'If you can sail in San Francisco you can sail anywhere in the world.' That's bullshit. Sailing locally can teach you a lot, don't get me wrong, but if you're going world cruising, you have to get your feet wet. Anyone contemplating cruising should go up and down this coast a few times, maybe to Hawaii and back before selling the car and cat and taking off."

Shamhart's pre-cruise experience includes more than a dozen voyages to destinations like San Diego, Ensenada, Hawaii and Vancouver. He would use his

yearly vacation time to do them, and an interesting pattern began to emerge the closer he got to The Big Cruise. "In the beginning, I'd take a few weeks. One year I took a month and a half; the next year, two months. The year before I left, I took off four months to cruise.

"An interesting thing was happening to me. You have to understand that to be an efficient surgeon, I had to maintain a cut and dried percentage. I had to make a lot of what you might call 'cold-hearted' decisions involving people's lives. To be good, you really do need to maintain a 'professional distance'.

"Each time I came back from a cruise, it took me longer and longer to become an efficient surgeon again. When cruising, I became so involved with . . . well, with being human, that it was hard to get my mind back on my work. I remember many times after I came back I would become so involved with my patients that I would weep with their families."

In 1979, Bill's metamorphosis from doctor

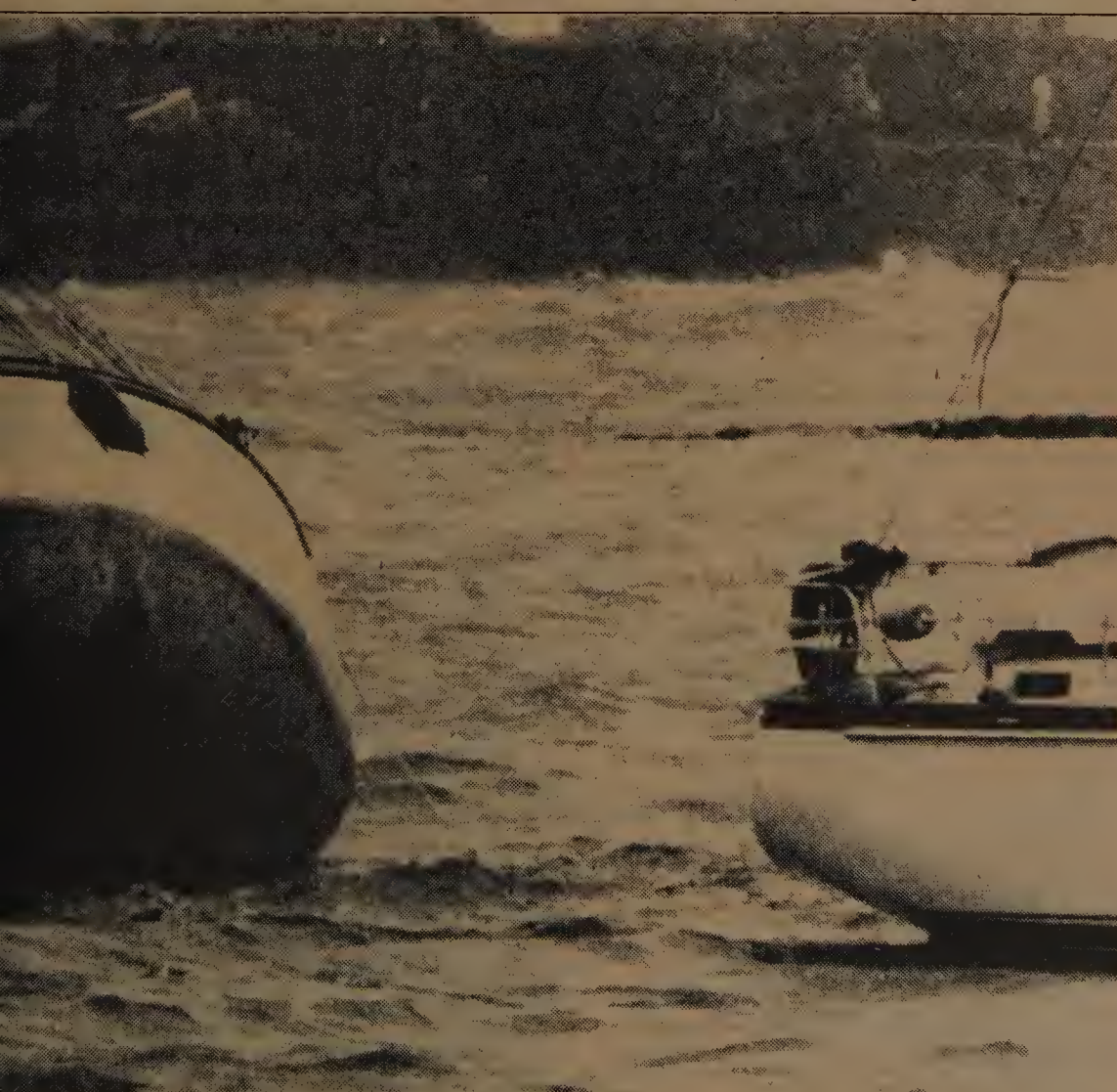
to cruiser was complete. In the fall, he sailed out the Gate and headed south. As mentioned, the original itinerary called for the



Bill relaxes in the cockpit.

Shamharts, Bill, Carol and 11-year-old son David, to sail to the south seas via Mexico, and then sail back. What they eventually ended up doing was sending David home to go to school while Bill and Carol and occasional stateside guests spent several years exploring New Zealand, Australia and countless South Sea islands. Then, instead of turning around and heading back, they became one of a minority of cruisers that kept on heading west, across the Indian Ocean to Africa. Then it was down the east coast of the Dark Continent, around the Cape of Good Hope, and up the west coast. Then they crossed the Atlantic and spent another year or so in the Caribbean. The leisurely route home was via Panama and, once again, Mexico.

Years of cruising and living aboard teaches you a lot about gear. What works

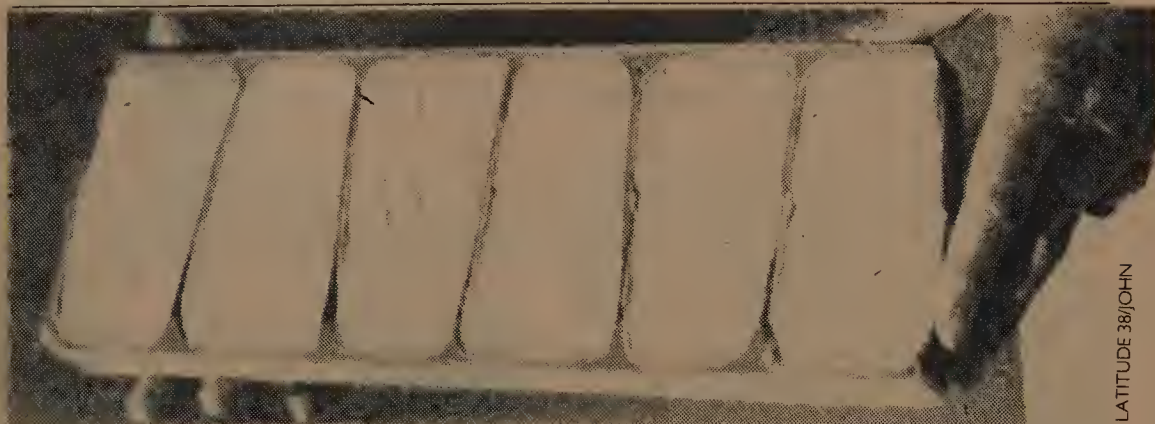


COURTESY BILL AND CAROL SHAMHART

COURTESY BILL AND CAROL SHAMHART

SHAMMY'S SEVEN-YEAR

and what doesn't becomes abundantly clear in day after day use. Here are a few of Bill's observations on what worked for him.



A sample hull section. Longitudinal foam gives the hull stiffness, insulation and positive flotation.

Sails — *Shammy's* sail inventory included main, working jib, mizzen, genoa, light reacher, gennaker, twin downwind headsails, mizzen staysail and storm jib. The battless main had two sets of reef points and was reefable by either slab or roller reefing. The mizzen had one set of reef points for slab reefing. Going to weather in moderate breeze, Bill normally carried genny, main and mizzen, reducing sail area as the wind came up. The ketch rig really came into its own when it got heavy. In a blow, *Shammy* could make headway with just reefed mizzen and storm jib.

Off the wind in moderate breeze, Bill could go with either twin headsails (main and mizzen down), or with the working jib wung out opposite the mizzen. In the latter configuration, he says, he could balance the boat with the sails and windvane "so that we wouldn't have to touch the wheel for days."

Self Steering — An Aries windvane did most of the steering in the latter part of the trip. It replaced a Hydrovane (made in England) which gave some trouble. Shamhart also had a Benmar autopilot, but says it was only useable (and therefore used rarely) in flat seas.

Electrics — When *Shammy* first took off, Bill and Carol depended on an Onan generator. "When it worked, it worked great," he says. "But it was too sophisticated for cruising. When it malfunctioned, it was murder to find out what was wrong." After being drowned by some big seas near Pango, the generator was never the same. In Fiji, Bill replaced it with a one-cylinder Yanmar diesel with manual decompression and handcrank start. He's been a happy man ever since. The Yanmar provides both 12 and 110 volts and has yet to break down.

The two banks of three 200-amp batteries were also fed juice by a 50-amp generator on

the main engine, a Ferris wind generator at anchor and a trailing (in the water) generator while sailing. Bill plans to change to just a three battery system in the near future. He reminds cruisers that batteries need to be anchored securely in the boat. "Even if they're allowed to move only one inch, they weigh about 150 pounds each, and it doesn't take them long to break completely loose."

Anchors — *Shammy* began the cruise with a Danforth high-tensile 35 and a 35-lb CQR. Soon, however, "I went to a 70-lb CQR and 300 feet of 3/8-in chain," says Bill. "In addition, we also carry 400 feet of one-inch nylon rode and 400 feet of braid.

"We lost the big CQR around a coral head east of the Maldives," says Bill. "I replaced it with a 20-kilo (44-lb) Bruce. Now that we're away from coral, I use 50-ft of chain and the nylon rode on the Bruce, and it works wonderfully. I wouldn't trade my Bruce for anything." Rounding out *Shammy's* current ground tackle inventory is Bill's "hurricane hole" anchor, a 100-lb Danforth. "We used that anchor during a gale in La Paz," says Bill. "We were doing the 'La Paz Waltz' like mad, but we didn't drag."

Electronics — Bill considers his Ham set one of the most important pieces of communications equipment. He also has VHF and a Yaesu all-channel receiver. If he had it to do again, he would replace the Yaesu unit with an all-channel transceiver. "Shortwave FM has been declared obsolete except in Canada, Mexico and most of the world. It would be nice to use it where it was available."

For navigation, all Bill started out with was a depth sounder and sextant. He finally took the SatNav plunge in New Zealand. Like others we've talked to, Shamhart found that he was taking more sun and moon shots than ever in the first few months, just to make sure the SatNav was accurate. Once assured, he says this unit was also "great while it worked".

"That unit paid for itself when I came through the reef into New Caledonia in zero visibility," says Bill. "I also used it for a night entrance into an Australian port, something I'd never have attempted otherwise."

Heating/plumbing/refrigeration — The boat is now on its fourth refrigeration unit, an Adler-Barber "Cold Machine." Installed three years ago, it's never missed a beat. "Prior to that," says Bill, "We were a floating refrigeration shop."

Shammy came with one of those nifty pressure water systems that gave the Shamharts no end of trouble. Bill finally ripped it out several years ago and Whale manual pumps now supply all *Shammy's* water most satisfactorily. Since the boat spent most of her seven years in the tropics, the Shamharts didn't need a heater (though they have one aboard now!).

Dinghies — *Shammy* carried a 12-ft Avon Redshank all through her circumnavigation. Though unusable in high wind, the boat held up well. Shamhart bought an 8-ft Seabird



LATITUDE 38/JOHN

sailing dinghy in New Zealand, which quickly became the favorite. Both were powered by a five-horse British Seagull. Shamhart reports that he would have liked to have sailed the Seabird more, "but every time I put the sails up, all the kids wanted it."

Weapons aboard — When it comes to what worked best on *Shammy's* cruise, Bill has definite preferences. When it comes to weapons, though, he still has a lot of mixed feelings. *Shammy* did have guns aboard for the cruise, a shotgun and rifle. In one sense they turned out to be a huge burden — they had to be declared at nearly every port, with all the attendant paperwork. Although the Shamharts heard of piracy and robbery on their travels (*Shammy* was the victim of robbery in Mauritius in the Indian Ocean), the guns were never used. "I haven't shot either of them in eight years," says Bill. "In fact, they're so rusty now I have to get them both

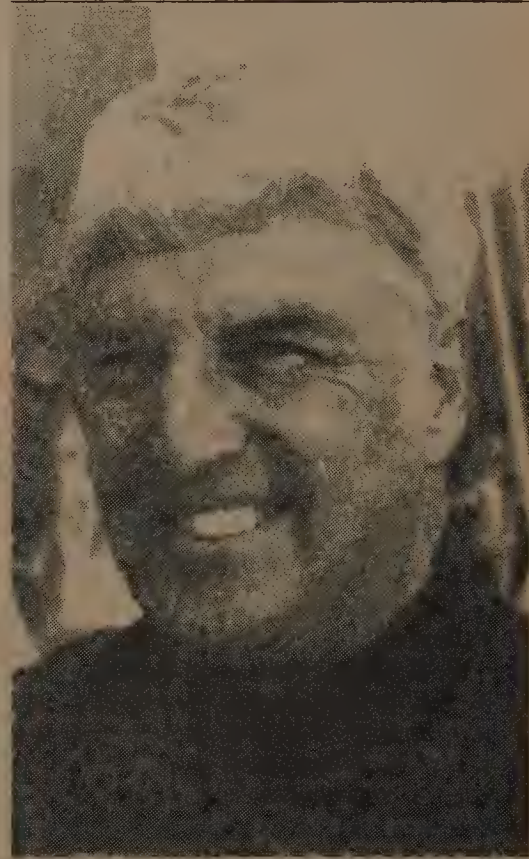
re-blued."

He admits that their presence aboard offered some solace, but notes that modern pirates are often armed with sophisticated weapons. "When you pull out a gun, you're committed. But what kind of defense can you put up against an Uzi?" If he had it to do again, he feels he would still bring a weapon, but this time just a small handgun.

Publications — Since many cruisers and would-be cruisers are avid readers on the subject, we asked Bill to name some of the publications he found most useful. For general sailing, he says you can't beat H.A. Callahan's *Yachtsman's Omnibus*. (Though now out of print, you can still find copies of this book on the used shelves).

As far as local cruising guides, for Mexico, *Charlie's Charts*, and John Rains' *Cruising Ports: California to Florida via Panama*. For the Caribbean, anything by Don Street. For Suva and New Zealand, *The Royal Akarana YC Cruising Guide*. In Australia, any of several books by Lucas. Shamhart also

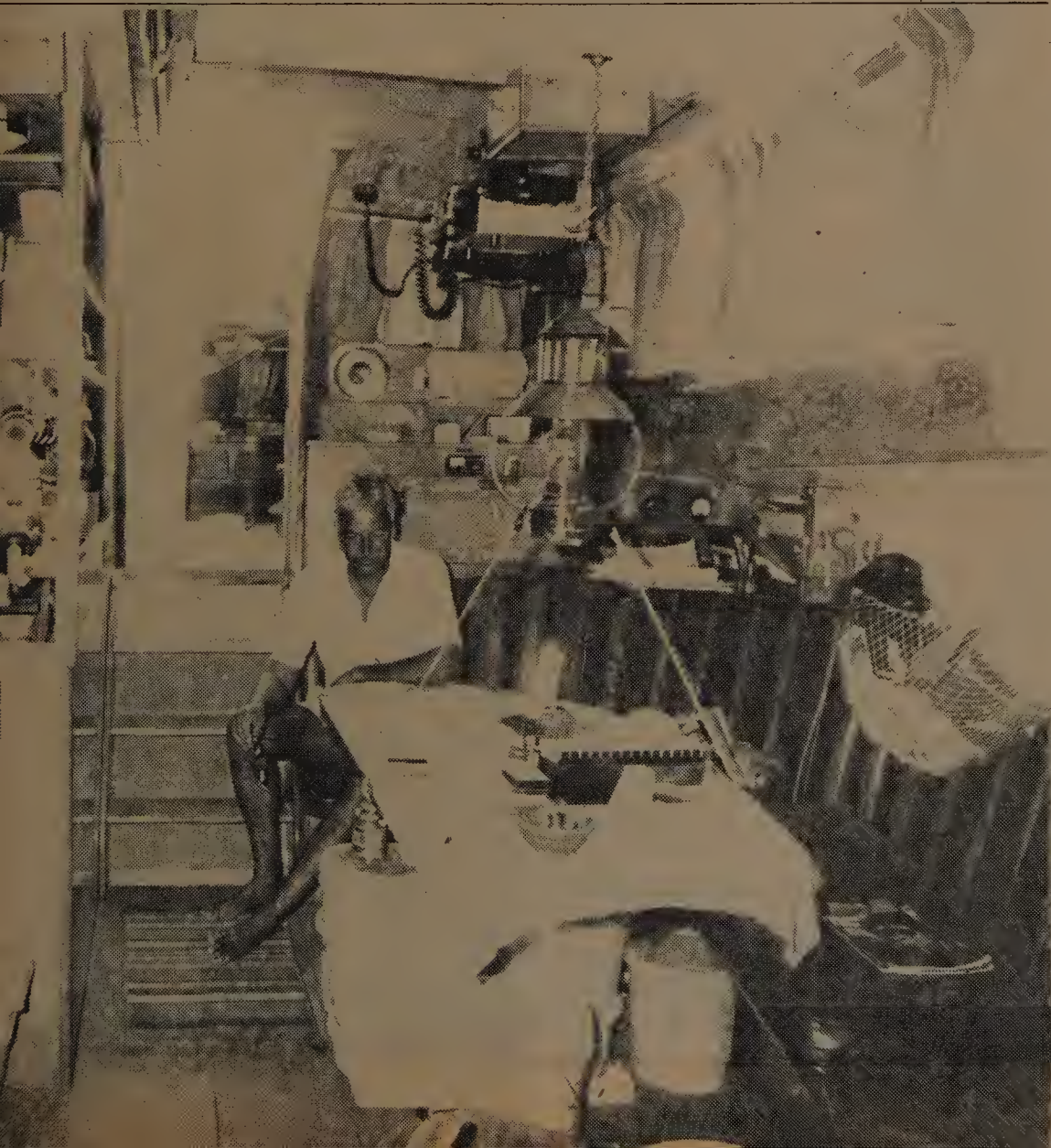
found issues of the *Seven Seas Cruising Association* newsletter to be invaluable. "The articles are written by cruisers all over the



Bill Shamhart.

LATITUDE 38/JOHN

The main salon/galley on 'Shammy'.



world," he says, "and there's now an index so you can look up the places you want to go and get all the pertinent articles."

Another useful periodical is *Pacific Island Monthly*. Published out of Australia, it is an excellent reference for what's happening on the South Seas islands political scene. (One of the reasons Shamhart feels he experienced minimal problems with crime is that he avoided any notorious or politically unstable ports.) For general cruising reading, Bill recommends books by Hal Roth and Lin and Larry Pardey. And, he says, "How can one go wrong following the Hiscocks?"

Finally, although it didn't have much to do with sailing, Bill says it was a moving experience to read Michener as he was sailing and diving (Bill and Carol are certified Scuba divers and carried tanks aboard) in and around the Solomons, Guadalcanal and the other great staging areas of World War II.

Expense-wise, Bill figures he spent an average of \$5,000 to \$6,000 a year on the boat, and most of that was for haulouts. There was usually an abundance of work done during that annual rite, and yard fees ranged from a low of \$1,000 in South Africa

COURTESY BILL AND CAROL SHAMHART

to a high of \$7,000 in New Zealand. At least, that was the high until he hauled in San Diego on his return trip to have, among other things, a new engine installed. That yard bill came to \$30,000!

The Perkins diesel replaced the almost totally undependable Cummins that kept the Shamharts guessing the whole way around the world. Would it start this time? Would it keep running? What's going to go wrong next? Engine malfunction more than once changed the itinerary to include a more accessible, sail-in port.

If he were going to do it again on *Shammy*, there are other changes he'd make: a pontoon-type inflatable dinghy with a more powerful outboard, roller reefing on the forestays, the aforementioned battery changes, and the replacement of some tankage with storage space. For water, he'd replace the 400-gallon tank with a 100-gallon and install a small watermaker.

With the more economical Perkins, he figures a 300-gallon tank in lieu of the 500 would give plenty of range.

Speaking of changes, Bill has noted several trends in cruising and cruisers over the last seven years. "People are appreciating faster boats and simpler rigs," he says. "Electrics are getting more reliable and information on more remote places is getting better." And there are a lot more cruisers out there. "The number of cruisers has easily doubled or tripled," he says. "One becomes aware of this when there's no room in a popular harbor."

Happily, though, he says there are still plenty of isolated areas available for those willing to seek them out; anchorages where you can really get to know the people and the places. To Shamhart, that's what made

the whole trip.

"The people, the places, where we are in the world," says Bill. "That's what cruising is all about. It makes you realize how tremendously fortunate we are to be born in the U.S., and at the same time how naive we are here. My experience was to enjoy every new place as much or more than the last. For me, it was always new, always good. I think it was all I ever hoped for."

If that doesn't sound much like a former surgeon talking, Bill admits that one of the biggest changes of the last seven years was in himself. "Everyone goes through major changes in lives," he says. "For some, the big change is when they hit some age — 21, 40, 50. The biggest change in my life was sailing back through the Golden Gate. It's as though I opened a door and went into a room full of all these experiences, and seven years later opened up the back door and stepped out."

— **latitude 38** — jr

THE LOG OF THE 'SHAMMY'

As you can well imagine, doing justice to *Shammy's* cruise would require many more pages than we have available. For glimpses of the cruise, we offer the following excerpts from Shamhart's "Log of the Shammy". The log was a semi-regular newsletter with which he kept fellow Sausalito Yacht Club members up to date.

"Hanavave Bay sees many yachts and bartering systems prevail. Money is unimportant, there is no place to spend it. But costume jewelry, perfume, lipstick, T-shirts, small line, fishing lures, *Playboy* and 'boom boom 22's' are most sought. In return, bananas and all manner of fruit, fish, octopus, wild goat, horse, dog or cow are abundant.

"Since the only thing I can share with fellow voyagers and such villages is some medical advice, I volunteered that I was a doctor and offered assistance. The next thing I knew, I was holding sick call in one of the village homes."

— *Fatu Hiva, July 1980*

"Our customs officer was unique. After finishing off the last of our gin, he brought out a bottle of vile, overproof Coruba rum and started in on that. He gave us a lot of local color, promised us the island and agreed to let us take him to dinner at the Jade Garden. The next day all the paperwork had to be redone, for after us there was a plane and another yacht to be dispatched.

We never saw him again and presume the funny farm had him for a time."

— *Raratonga, May 1981*



Carol Shamhart and friend in Australia

"Do not let anyone tell you that storms or hurricanes do not occur in French Polynesia, for Dave and I sat one out in Tahiti. We were on a sheltered mooring with winds clocking in the 70-knot range nearby with a lot of local damage. Taiyo from San Francisco went on the reef at the east end of Cooks Bay during the blow. Nearby boats broke rodees and two in our anchorage were beached. Rain that one month was 1.8 meters — five feet! Can't believe the mildew. Paradise has its price at times."

— *Suva, Fiji, August 1981*

"All things must end or another season commitment would be dictated. We were too late for the Red Sea, for *Shammy* was now three months behind schedule for such a passage. No problem; let's go to Africa."

— *Sri Lanka, November 1983*

"Two French boats had planted paw-paws and citron. They'd caged two chickens and fed them in turn for an egg a day. They'd built a fine shower, manufactured a great bread-baking oven and put together a sake distillery. The place was great. Alas, a crew from British security destroyed everything but the main water tank. I hope the young hens made their way to Takamaka where a very lonely rooster crowed daily."

— *Takamaka Island, August 1984*

"The big day was Friday, 21 February, 1986. Six and a half years out of San Francisco I anchored in Puerto Ballandra north of La Paz and thereby crossed my outgoing path. With the help of "El Senor", *Shammy* had allowed me to complete a circumnavigation of the world.

"Two reef groundings and being blown ashore on another occasion were part of some truly mixed emotions. So grateful, so sad, so many wonderful people, places. So close to tragedy. I wanted to shout, fire flares, have a couple of celebratory drinks — cry! I will never do it or anything close to it again. Finis!"

— *Mexico, March 1986*

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OUT WITH FUNKY CUSHIONS,

Sailing is more than being outside with the wind in your hair and salt spray in your face. There are some memorable times to be had below decks, too, when you're snug in the cabin, sharing a bottle of wine with a close friend or a promising stranger.



LATITUDE 38/BILL

Tim Prouty got fed up with his tattered cushions and bought new ones for his Ericson.

But nothing spoils that cozy scene quicker than a cabin that looks and smells like it was once loaded with haddock and cod. The aromatic problem is caused by cushions soaking up moisture, allowing communities of fungus to spawn — and eventually the boat interior to reek. Then there's the tactile problem. After a few seasons the cushions break down, leaving precious little padding between the plywood and your buns.

When damaged cushions are combined with tattered curtains, peeling paint, and dingy varnish, they add up to that regrettable 'fish boat' look. While it's a fact of life that most sailors prefer to spend their limited cash on sails and deck hardware, sometimes you just have to break down and invest in appearances.

Tim Prouty is typical. He has pictures of the old cushions for his Ericson 35. They look like Tim kept a Bengal tiger aboard who liked to sharpen his claws on the cushions.

"They were just plain disgusting," he admits. The boat had spent most of its youth sitting at a dock in the hot California sun, its interior unprotected by curtains. Consequently, the fabric was basically cooked. When Tim moved the boat to Sausalito and started sailing it hard, the foam began to show through the cushions. First a little, then a lot. Last summer he "couldn't stand it anymore". So after spending a week in the

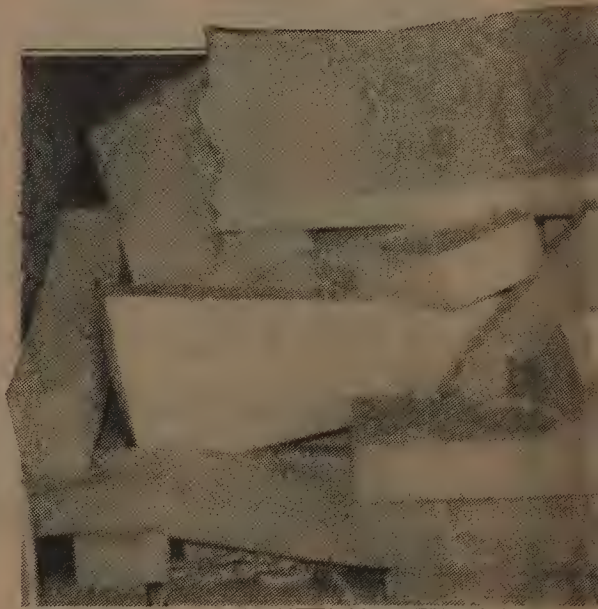
Delta to "trash out the old stuff", he ordered new cushions.

Tim's much happier with his Ericson now.

Who knows, perhaps it's your year to do something about your boat's neglected interior. To fix the cushions. To replace ripped torn curtains. And maybe touch up the varnish here and there. None of these things will make your boat sail faster or point higher, but a brightly rejuvenated cabin *might* give you more nautical pleasure than a whole new suit of sails.

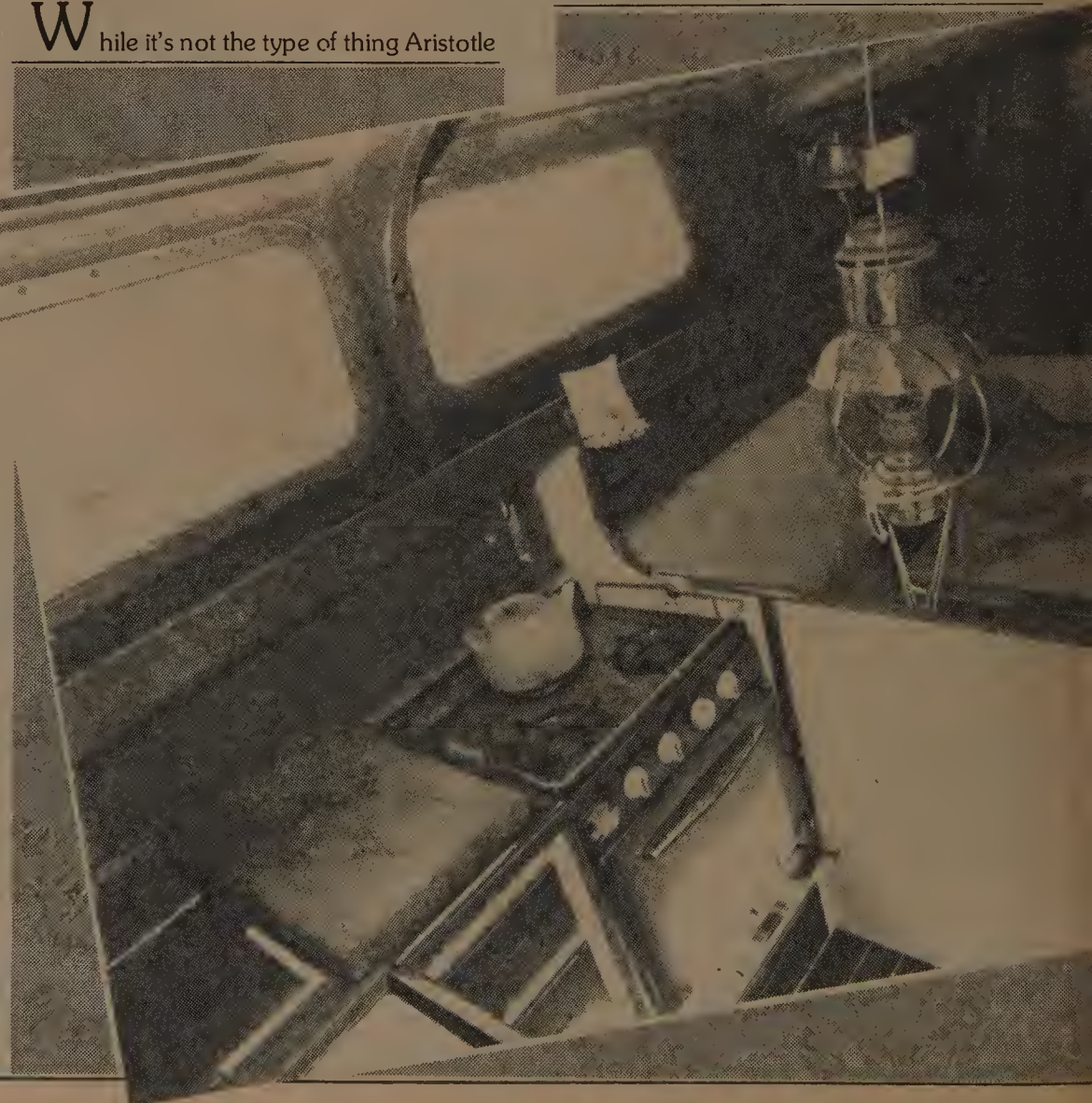
We at *Latitude 38* recommend you start your boat's interior rejuvenation with the cushions. Occasionally you can get away with recovering your old foam with new cloth. The big danger is that cushion edges have usually become tattered and thus need to be trimmed; once trimmed, they'll no longer fit properly. Furthermore, the old foam gives off thick toxic clouds when it burns; federal regulations require the new foam to be fire retardant.

While it's not the type of thing Aristotle



Stacks of foam blocks like these went into the interior of Chuck Levdar's Lapworth 40, 'Contenta', below.

Onassis did on *Christina*, Bill Garcia of Pacific Coast Canvas says that old cushions can sometimes be steam-cleaned so they will look and smell presentable for a few more



BRIGHTEN UP THE CABIN



LATITUDE 38/SARAH

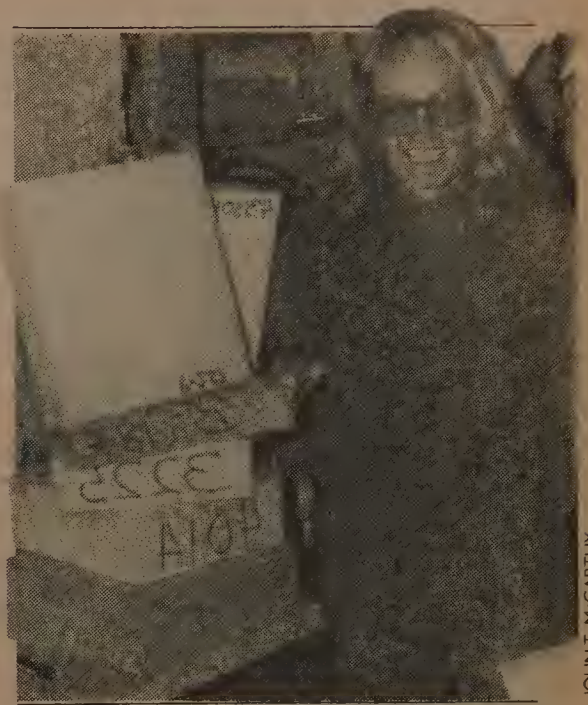
months. But neither this nor the previous option are really good ones; the smart money goes for all new fabric and foam.

The density of foam is measured by the

weight of the liquid resin used to make a cubic foot of it. Stock boat cushions are usually made of 1.5-pound foam. People who make replacement cushions recommend heavier stuff — usually two or three pound foam. Sure it costs a little more, but it's so much more comfortable to sit on and has a longer life. Actually, most cushion makers suggest you save a little money by ordering heavier foam for the cushions you sit on and lighter stuff for the backrests.

Most cushion foam is the "continuous cell" kind. It is comfortable, durable, and relatively inexpensive. It's even more comfortable when lined with polyester batting. A square foot of four-inch-thick 2.3 pound foam costs \$4. Since the little cells are connected, continuous cell foam will absorb water.

"Closed cell" foam won't soak up water and is sometimes used in float coats and cockpit cushions. It might sound like com-



JOHN T. MCCARTHY

Paula shows off the stock at Starbuck Canvas Works in Sausalito.

mon sense to use closed cell foam in cabin cushions, as some day they might keep you or the boat afloat. But Gianola says that closed cell foam is really too hard to sit on, especially if you live aboard or spend a lot of



LATITUDE 38/SARAH

OUT WITH FUNKY CUSHIONS,

time inside the cabin. You can have your cushions made of closed cell foam, but virtually nobody does it.



LATITUDE 38/SARAH

Button, button, who's got the button?

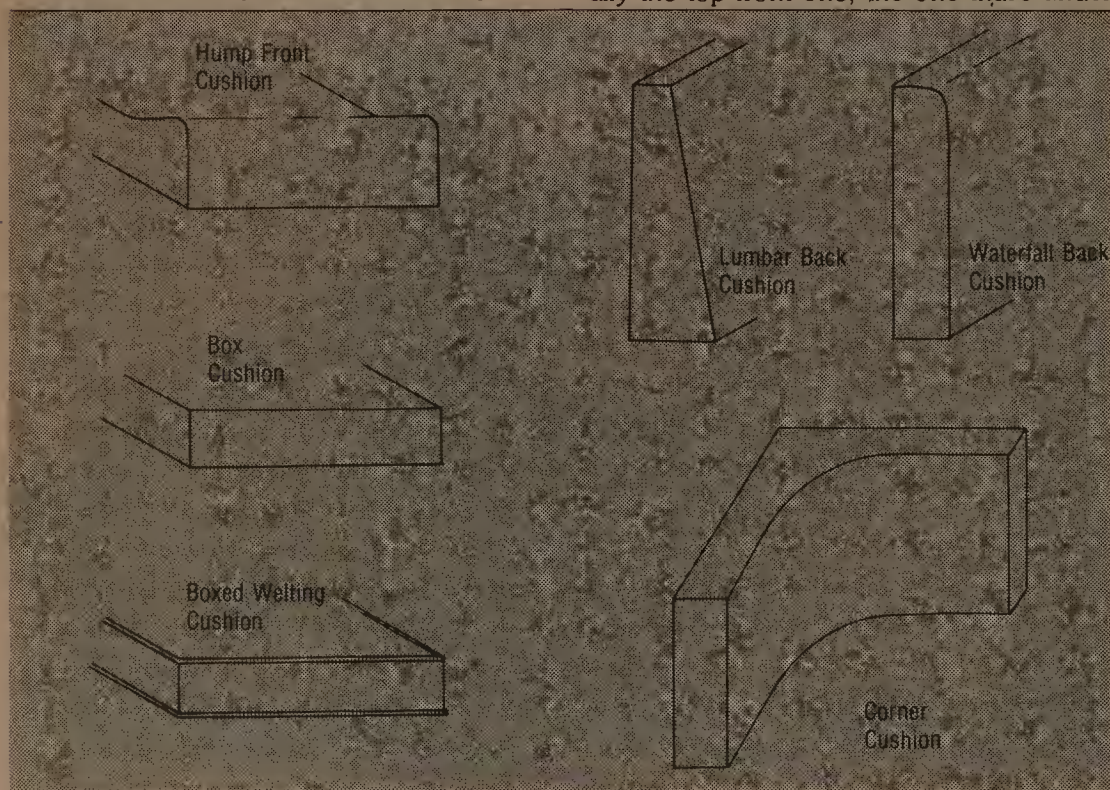
Jere Gianola reports that about 80 per-

cent of the cushions Gianola & Sons sell are covered with one product; synthetic velvet. This material feels soft and looks more delicate than the thicker-weave materials, but Jere says it's much tougher than it looks. Tightly woven, synthetic velvet is deceptively durable. Looser-woven material may look more sturdy because the threads look thicker — like burlap — but they wear out faster. In addition, dirt accumulates in the little depressions between the threads. The smoother surface of velvet can be easily brushed clean and a coating of Scotchguard or other sealant will help it resist stains.

Are you a 'natural fabric' person? The bad news is that synthetic fabrics work better inside boats than natural fibers — just as they do with sails and hull materials. "Cotton mildews and wool smells terrible," Garcia says, summing up the shortcomings of what nature gave us.

There are lots of cushion designs, but they fall into about four basic categories. There's the traditional "boxed welting" style, with those little tubes of material at the seams, sometimes called piping. Gianola recommends against welting because it sticks out and wears through quickly. Jane Silvia of Downwind Designs in Sausalito points out another problem with welting. "The fabric stretches and the welting sags," she says. "Pretty soon it's not in straight lines any more."

The seam that wears through first is usually the top front one, the one that's under



cent of the cushions Gianola & Sons sell are covered with one product; synthetic velvet. This material feels soft and looks more

the back of your knees when you sit down. The so-called "waterfall" design avoids that seam entirely. The front of the seat cushion



Allow some time for picking out a new cushion fabric. There are lots to choose from.

simply bends over a shaped foam pad, and side panel seams are curved to match.

A more expensive — but more comfortable — option is a raised seat edge to support your knees and a two-inch lower-back pad extending about a foot up the backrest. This gives about the most comfortable seat you'll find on a boat, although the extra padding can get in the way if you use the cushions to form a double bed in the dinette.

Instead of having two back cushions form a sharp corner in the settee, making an uncomfortable place where no one sits anyway, you can get a rounded corner cushion made that feels more like a living room couch than a boat cabin.

Buttons are a stylish option, but they can be difficult to sleep on. Furthermore they can leave unsightly imprints on even the most handsome flesh. Tuck-and-roll, diamonds and other patterns can be sewn into the seats if you've just hit it big in the California Lottery. Fancy stitching is available for fancy prices.

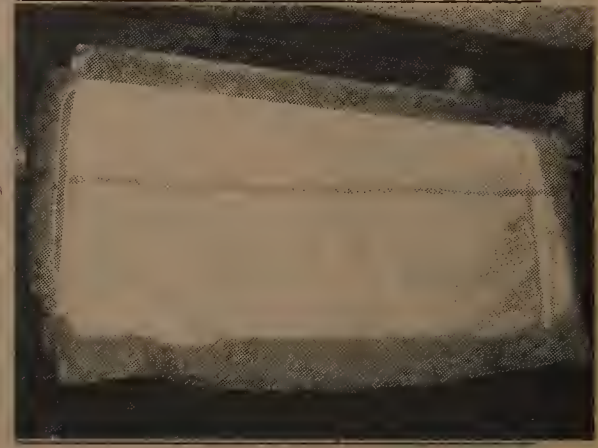
"It all depends on what you're going to do

BRIGHTEN UP THE CABIN



naturally, cost more. Curtains for a Freeport 41 can cost \$600.

Sharon Thomson of Waves Pleated Port Shades in Moraga got interested in curtains when her husband refused to put them in his



New curtains can spiff up your boat's interior.

boat. Without curtains, she'd improvise with towels and duct tape. About six months ago Sharon started making a kind of fold-down shade that gathers like a fan above the port when not in use. She says they're cheaper and simpler than regular curtains because you don't need tracks. In March they should be available over-the-counter in about 30 sizes to fit most boats.

While the pros are redoing your

with your boat," Jane said. "If you're going to go racing, throw wet sails into the cabin and have people tromping all over them in boots, you'd better get basic vinyl cushions." Vinyl is the least expensive fabric for cushions, but you want to think carefully before choosing it, as it has many drawbacks; it's less attractive, it doesn't feel good, and it sweats — just to name a few.

How much will new cushions cost? It depends on how many cushions there are on your boat and how complicated they are. As a rough estimate, you can figure between \$1,200 and \$1,500 for a 30 to 36 foot boat. The price of fabric you select can range between \$13 and \$45 — or more — a yard. But in actuality, the fabric itself is not the big expense — for one thing, most cushion makers use less expensive acrylon on the back sides. Labor is what costs the most, so usually it's false economy to go with a cheap fabric.

Strips of cloth matching your new cushions can be used as trim in new cabin curtains. The Curtain Loft, part of the Bailiwick sail loft in San Mateo, offers six or eight curtain patterns.

Owner Bud Bailey has port sizes for 430 boats on file and ships curtains to boats all over the world. Most of the designs feature tracks on top and bottom with little sliders for

opening and closing the curtains. For opening ports, the bottom track is eliminated and little ties can be added to keep the curtains in



Bud Bailey has a wide assortment of curtains in his San Mateo Curtain Loft.

place when they're open.

Curtains for the average 30-footer run \$250 to \$300, Bud says. Big windows,

cushions and curtains, you have the perfect opportunity to touch up the interior varnish and paint. By the time Opening Day rolls around on April 26, your boat interior will look better than it has in years.

— latitude 38 — bp

OVERLAPPED AFTER 1,125 MILES:

Some pretty weird things can come down on a Friday the 13th — especially south of the border with a full moon. Like four maxi-raters finishing a 1,125 mile ocean race from Marina del Rey to Puerto Vallarta within three minutes of each other.

red flares as they crossed, the Mexican sky lighting up as though it were the Fourth of July.



It was a historic finish — certainly closer than the America's Cup — in which after 6.5 days of racing it came down to a three-hour light air tacking duel for first to finish honors.

Fred Preiss' 84-foot *Christine* entered Banderas Bay a quarter of a mile ahead of the chartered Santa Cruz 70, *Citius*. The two were followed by Jake Wood's 82-ft *Sorcery* and the chartered Nelson/Marek 68, *Prima*. And then the race got close.

Sorcery had the lead for a while, then *Citius* grabbed it with an hour to go. After planting on top of *Sorcery* about 15 times, *Citius* looked like a sure thing. Then *Prima* came roaring in out of right field, moving

Spud's buds hung on to win one of the closest ocean races in history.

Understandably, the real emotion broke loose aboard the victorious *Citius*, where the crew went beserk for five minutes as exhaustion combined with delirium to result in unrestrained joy. They had swept line honors, PHRF fleet honors, and PHRF Class A honors. It didn't hurt that the Santa Cruz 70 was a 'hometown' boat, from the host Del Rey YC.

For the five men who chartered *Citius*, it was a Cinderella story, in which 14 amateur sailors jumped in — perhaps a little over their heads — and nonetheless came out on top. Skipper and navigator Ron Kaplan, a veteran of 14 Mexican races and three TransPac's, described it as the most exciting race he'd ever been on. Primary helmsman Ron Baerwitz, who won the start and drove the last several heart-stopping hours, was more direct: "totally f—king awesome!"

Despite crossing the line second, *Prima*, the Nelson/Marek 68 under charter to Jim Feuerstein, nonetheless snatched IOR honors from *Sorcery* thanks to *Citius* holding "the big red tomato" back. The fastest light air boat of the four, *Prima* would have crossed the finish line first if the course had been just 100 yards longer. But that's yacht racing. *Prima* walked away with a ton of trophies anyway, as the Del Rey YC's distributes some of the better hardware in the western world.

Both the *Citius* and *Prima* groups had the additional satisfaction of having taken rented boats that had never done extraordinarily well in the past — *Citius* won the ill-attended Vic-Maui Race in '86; *Prima*'s previous claim to fame was a 2nd in the '85 TransPac — and hitting the jackpot. For the other 16 boats in the race — including eight jumbo

surfboards and a hodge-podge of smaller boats — the race was a mixed bag.

After the requisite pre-race parties had wound down, and after the last minute dockside bantering and side bets had been placed, the 18-boat fleet got down to business on February 7 at 1:00 p.m. Paradoxically, this was at once the biggest and smallest Puerto Vallarta race in the nine race history. With only 18 boats, the number of entries was down. But since the majority of them were maxis, the race had more individual participants than ever. This is not to mention the 100 Del Rey YC members who came down on the silver tube or the four escort boats for the party and to serve on the race committee. Not to be outdone, according to the count of *Mary Jane's* Lon Price, there were 18 members of the Richmond YC who crewed in the race.

For various reasons, primary among them the competition from March 14's upcoming Newport to Cabo Race, the fleet shrunk from 31 entrants down to 18 starters. The



Everyone — man and woman — dug taking a spin on 'Citius' wheel of fortune.

extremely fast in the light air.

In an incredible scene, a late evening crowd of about 200 went nuts on the beach as *Citius* and *Prima* crossed the finish line overlapped, with the Santa Cruz 70 taking line honors in perhaps the closest long distance race ever. Both boats got guns and



THE PUERTO VALLARTA RACE

numerically disappointing fleet got away from the starting line in light air, unaware that the race would be as schizophrenic — both heaven and hell — as they come.

Some boats, including the previous record-holder *Joss*, a MacGregor 65, and *Blondie*, a Santa Cruz 70 that is generally considered to be the fastest of the sleds, irrevocably put themselves into the tank early by going outside of Catalina. *Blondie*'s talented crew, which included Mike Elias and ex-Crazy Horseman John Jourdane (who "took some time off from caring for Larry Harvey's Boston Whaler") were able to keep their sense of humor about finding themselves 100 miles back. They created "PV Anonymous", an offshoot of TransPac Anonymous, a mythical hotline sailors can call anytime they need counseling to keep from doing another long Mexican race.

Blondie's owner, Pat Farrah, missed the race, but consoled himself with a new white Rolls Royce Corniche convertible. If he'd

Life is hard — surfing a 70-footer in the tropics with a bikini-ed girl on the transom — and then you die.



ROB MOORE

Racing is hard — the person tending the spinnaker sheet must constantly trim the sail to the wind.

known his boat was going to be the "Way Back Machine" he could have saved himself a pile of consolation money.

The first part of the race turned into an uncharacteristic 400-mile medium air beat down to Cedros, complete with light rain

and overcast skies. In fact, when the chartered Farr 55 *Whistlewind* from British Columbia dropped out at Turtle Bay, some

said it was because the weather had made them homesick. In any event, it wasn't the weather participants had anticipated for a race to the tropics.

With long waterlines, *Christine* and *Sorcery* nonetheless found the conditions to their liking. Yet amazingly, four sleds, *Citius*, *Prima*, *Kathmandu* and *Cheetah* were nipping at their heels just 10 to 20 miles back. The three MacGregor 65's, not exactly gazelles to weather, and the smaller boats watched their chances fade as the wind stayed on the nose.

Unfortunately for the British Columbians on *Whistlewind*, the Jekyll & Hyde nature of the race changed faces to 'Mexican mode' just after they dropped out. A warm sun came out, the wind blew 20 knots from behind and there were nice sets of waves to carve. Throw in a full moon, some dolphins, a little music and some cold *cerveza* and everything suddenly was just like the travel brochures promised. If you remember the scene in *Road Warrior* where Mel Gibson flipped on the nitrous oxide switch on his dash and his car zoomed into hyperspace — well, that's how it was on the sleds.

PHRF A — *Citius*

When the drag racing started, *Citius* moved into the lead. According to Tom Redler, somewhere off Lazaro a transformation took place onboard: "We collectively realized that there really was a chance that we, weekend warriors, could beat the pros. From that moment on there was no let-up. I've never seen 14 people so motivated in my life!"

The boat was worked hard, but the crew still found time to celebrate Sid Blinder's 67th birthday off Cabo, complete with cake.



ROB MOORE

OVERLAPPED AFTER 1,125 MILES:

decorations, party favors and presents. Meanwhile, 69-year-old Steve Valensi kept the humor up by needling Blinder about



"I think I can see the finish line!" Welcome words on even the best of ocean races.

being "such an old fart". Max "Rambo" Ramberg captured the moments for history with his VCR when he wasn't wearing out the Barients.

In addition to the five syndicate members named above, credit also must be given to 25-year-old Ron Baerwitz of Marina del Rey. Baerwitz, taking time off from his "Gold 88" campaign for a Olympic medal in Flying Dutchmans, pushed the boat and crew to their limit, blowing up a 1.5 ounce running kite — fondly known as "Mr. Big Stuff" — but not much else. He also kept the crew in stitches with his Spuds McKenzie (who's that party animal?) routine.

Jill Redler, the 24-year-old daughter of Tom Redler, contributed enormously by feeding and generally pampering the crew. For example, when was the last time you got breakfast served to you in bed during an ocean race? Jill got the Raltney award for "fastest girl in the fleet", which was presented by her mother. From atop the shoulders of her crewmembers, she summed up the experience by echoing the *Citius* battle-cry: "Chicks dig it!"

Everyone on *Citius* "dug it", but none more than Kaplan and Redler, who first came up with the idea of chartering a first-to-finish boat two years ago while in Puerto Vallarta. Both have long been associated

with the race; Kaplan has sailed on most of them and Redler has run most of them. Two years ago they'd both been working on the race committee when Joss smashed the old record. The two were moved by the emotion they saw on the winning boat. Over margaritas they decided to take their own shot at it.

Their success is all the more amazing for the fact that eight of the 14 crewmembers had never been on any offshore race before. And only two of them had ever sailed on a boat as big as *Citius*. The invaluable tools proved to be polar charts of target VMG's (velocity made good) and an inexhaustible supply of *cerveza*.

Prima's experience in the Puerto Vallarta Race was so similar as to be eerie. Both boats were chartered — *Prima* by Fuerstein, who is contemplating buying a big sled — both were sailed for the host club, they finished just 20 seconds apart, and they split most of the silver. *Prima*, however, sailed with 12 experienced offshore racers, led by sailing master Norman Davant of Marina del Rey.

Davant and *Citius's* Baerwitz have been sailing with each other a lot lately, on *White Knight* in the One Ton North Americans and on Fuerstein's *Tribute II* in the Santa Cruz 50 division of the 1986 Big Boat Series. Yet at the finish of this race, the two friends were locked in a most spirited duel.

"We kicked your butt, Norman! Twenty seconds to spare!" screamed Baerwitz at the finish, leaping twenty feet in the air. Davant's response is unprintable, even in *Latitude 38*, but everyone had a good laugh.

PHRF B — Little Boats — No Illusion

Really getting their butts kicked were the smaller boats in the race.

No Illusion, Ed McDowell's black Swan

'Christine' almost called it a career when she dragged anchor during the awards presentation.

44, beat the three other 'little boats' in PHRF B. The single spreader Swan with teak decks seemed like a throw back to the old days, which is how McDowell apparently likes it. After years of great success with *Illusion* in the grand prix wars, he burned out on the IOR scene. "It's like racing a piece of furniture," is how crewmember Stu Palmer describes the current boat.

Also getting their fannies kicked — or at least finishing out of the money — were the four Northern California boats; *Blade Runner*, under charter to Laurie Timpson; *Racy II*, owned by Lu Taylor; *Mary Jane*, owned by Lon Price; and John Williamson's *Pericus*. The only one of the four awarded a trophy was Williamson, aka 'Mr. Mexico', who took home a frying pan for being the cook on the slowest boat. "I received this award 14 years ago," said the class winner of the last Cabo race, "and have been anxiously awaiting winning it again."

Two Unlucky Ones

Somewhere below Mag Bay, the MacGregor 65 *Cheval*, with a new, deeper and much lighter elliptical rudder, overloaded the fiberglass rudder shaft and had it shear off inside the post. Scott Tempesta said he knew something was going wrong when the guy driving "began spinning the wheel like he was on 'Wheel of Fortune' ". For awhile the crew managed to control the boat with what was left of the rudder by reefing down and dragging warps. But ultimately the rudder jammed at 30 degrees off centerline and had to be hammered out and left to sink to the depths of the Pacific.

Cheval was finally towed into Cabo San Lucas by *Dragon Lady*, one of the four escort vessels. Her crew then hopped the ferry to Puerto Vallarta, and ever the jokesters, had plenty of time to work on new material. Sample: "What's the fastest thing in Puerto Vallarta?" Answer: Mark Rossi —



THE PUERTO VALLARTA RACE

1987 PUERTO VALLARTA RACE RESULTS

Fleet	Class	Boat Name	Boat Type	Owner	
PHRF	CLASS A				
1	1	<i>Citius</i>	SC 70	Del Rey YC Syndicate	167-08:38
2	2	<i>Cheetah</i>	Peterson 66	Dick Pennington	167-19:44
3	3	<i>Christine</i>	Custom 84	Fred Preiss	172-48:53
6	4	<i>Blondie</i>	SC 70	Pat Farrah	181-54:46
9	5	<i>Joss</i>	MacGregor 65	Camille, Dick Daniels	196-16:15
PHRF	CLASS B				
4	1	<i>No Illusion</i>	Swan 44	Ed McDowell	179-41:58
5	2	<i>Shoolfly</i>	Custom 41	Dick Squire	181-12:34
7	3	<i>Maryjane</i>	Luffe 44	Lon Price	183-19:54
8	4	<i>Pericus</i>	Centurion 47	John Williamson, Jr.	187-38:31
IOR					
1	1	<i>Prima</i>	Nelson/Marek 68	Del Rey YC Syn.	141-14:43
2	2	<i>Sorcery</i>	Mull 82	Jake Wood	141-20:43
3	3	<i>Kathmandu</i>	Santa Cruz 70	John Landon	142-44:45
4	4	<i>Blade Runner</i>	Reichel/Pugh 47	Bill Twist	152-22:07
5	5	<i>Predacious</i>	Baltic 48	Arnold Nelson	159-20:38
6	6	<i>Racy II</i>	Santa Cruz 50	Lu Taylor	164-05:30

who built *Cheval's* ill-fated rudder but sailed on *Blondie* — on the way to the airport. Sample two: "What kind of boat has running lights that flash red, green and white?" Even you can answer that one. None, however, could meet the standards set by the *Truly Tasteless Jokes* books read aloud by the seven Northern Californians on *Racy II*.

A second 'Big Mac' which didn't finish was *Shenanigan*, which had to retire when one of the crew had to be transferred to the escort vessel *Barbarian II* and dropped off at Cabo so he could make an unbreakable business appointment. The naturally disappointed *Shenanigan* crew, minus one, cruised on to Puerto Vallarta. More than one person voiced the opinion that a time-penalty would have been a more appropriate than a forced retirement.

Both 'Big Macs' were showing no respect for trailing sistership *Joss* when they had to retire. Dick Daniels of *Joss* ended up accepting the trophy for first-Mac-to-finish anyway by default, but there had to be greater satisfaction in seeing that his 1985 record of five days remained intact. *Joss* averaged 11 knots down the rhumbline that trip, compared with just 6.1 this race. The '85 trip must have been petrifying, as the MacGregors are known to flex when they hit warp speeds. But as one survivor of that wild trip observed wryly, "a noodle never breaks".

In Conclusion

The future of the Puerto Vallarta Race seems a little up in the air right now. The Del Rey YC really knocked themselves out for

Like to be alone with your copy of '38'? Try the spreaders during a spinnaker run on 'Bladerunner' to Puerto Vallarta.

the event, but you can't have a terrific race without a terrific fleet hitting the starting line. Recognizing that sleds are the wave of the future, the format might be changed to accommodate that speed hungry group. One interesting idea being bandied about by the race committee over margaritas is to have a sledding circuit in 1989 consisting of three legs; San Francisco to Marina del Rey; Del Rey to Cabo; and Cabo to P.V. with an extra leg thrown in. One thing is certain: gone are the days when a Hobie 33 wins PHRF overall as in 1985.

The Del Rey YC is also considering changing the finish. Unlike the TransPac,

you don't continue surfing right up to the finish line, but are faced with a 20-mile crap shoot across Banderas Bay with some dangerous rocks thrown in as well.

Some good news is that the new marina will be operating by 1989, alleviating the ridiculous anchoring drill — complete with some \$300 fines — in the inner harbor. The facility, Marina Vallarta, aspires to be one of

COURTESY OF BLADERUNNER



the biggest yachting centers Mexico, and a lot of boat owners are looking forward to the day it will be completed. None will be happier than Fred Preiss, whose 84-ft *Christine* dragged up on the beach during the award's ceremony. *Christine*, incidentally, won the trophy for the "first wooden boat to finish".

One the whole, the race works, so fine tuning rather than radical changes are called for. Whatever small inconveniences the racers endured on the course or in the harbor afterward were insignificant. At least to the 65 or so sailors on the first four boats, which virtually finished on top of each other in the most thrilling race conclusion any of them had experienced. Chicks dug it. So did the guys.

— rob moore

JAY & DUSAN

Six years ago, Marin County windsurfer Jay Valentine was looking for a winter spot to carve some jibes and escape the seasonal rains. He had tried Hawaii, but found, as have others, that the tradewinds are not a year round phenomenon in the Aloha State. Then one evening he had dinner at a friend's house in Marin and saw some movie footage taken on Baja's East Cape area between Cabo San Lucas and La Paz. What Jay noticed was wind, lots of it, so he decided to check it out.

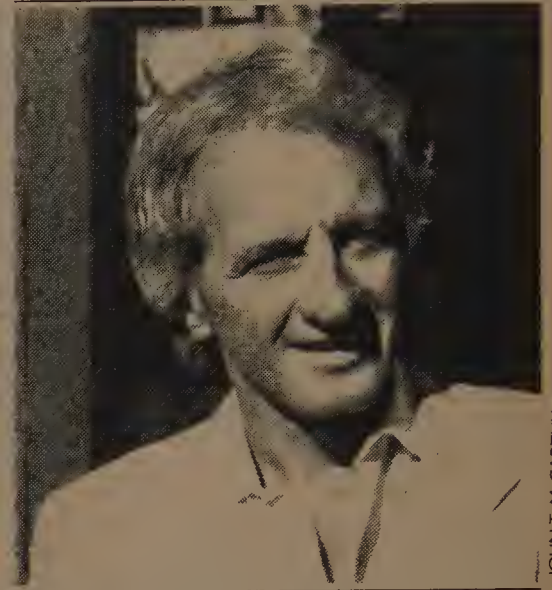
Long known for its outstanding fishing and hospitality, the East Cape area has been hosting gringo sportsmen for several decades. Personalities such as Bing Crosby, Phil Harris (one of the frequently heard voices in Disney productions) and Desi Arnez came down to angle for marlin, roosterfish, dolphin and yellowtail. They also hunted for dove, mountain lion and other critters in the mountainous scrub country nearby. Prime times for the resorts were spring and fall, with the summer being too hot and the winter months too windy.

The local *compaesanos* were mystified when Jay showed up with his *barco paqueno* (little boat), i.e. his windsurfer, and started exploring the clear blue waters off Los Barriles. "On my first trip," says the



COURTESY NANCY THOMAS

The Baja Boys, Jay Valentine (above) and Dusan Mills.



JOHN T. MCCARTHY

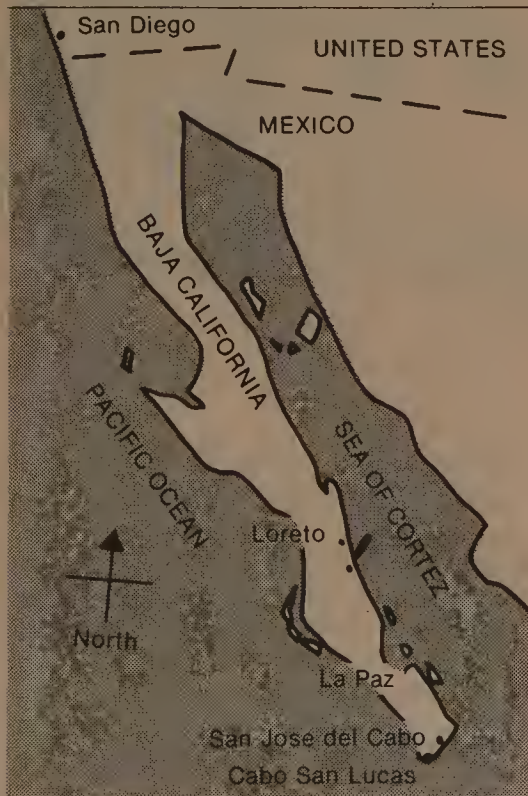
cooked up the idea of an international race week in Los Barriles for the end of January 1987. They brought Mistral, one of the largest importers of sailboards into the U.S. (from Switzerland and West Germany) into the deal as well. Eric Skemp, head of Mistral

as the mild winter climate, the clean drinking water provided by the nearby aquifer in the hills to the east, and miles of leeward shore with help nearby in case you needed it. "No matter where you land," says Jay, "you're never more than two miles from a cold Corona."

With a background in leading travel tours and hotel management, Jay saw Los Barriles as an entrepreneurial opportunity. He founded the Baja High Wind Camp and started arranging tours. He failed to turn a profit in the first five years, but more and more folks were making the trek south and Jay's missionary zeal eventually began to attract attention.

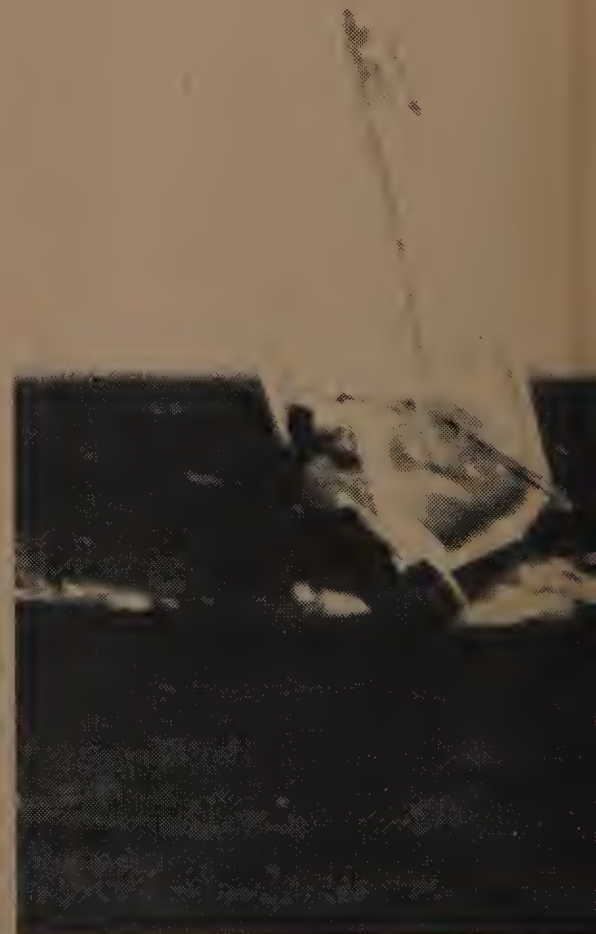
Enter partner Dusan Mills, 42, another Bay Area boardsailor last seen developing the new marina at Sausalito's Schoonmaker Point. A lifelong surfer and sailor who grew up in Australia, Dusan has been a real estate developer for the past six years. He reached the point last year, however, where he wanted to take on some serious recreation. He began boardsailing avidly, not only on the Bay but in national competitions. He scored a second in course racing and a first in slalom at last year's Mistral Superlight North Americans.

Once a businessman, always a businessman, though. When Jay told Dusan he was looking for a partner in his Baja operation, "Duse" liked the idea. He brought not only an influx of capital, but also organizational savvy. Together the pair



San Jose del Cabo, aka windsurfing paradise, is right around the corner from Cabo San Lucas.

youthful 50-year-old, "there was wind 90 out of 96 days. I couldn't believe it was such an ideal place to go boardsailing!" There were other appealing features as well, such



THE BAJA BOYS

ALL PHOTOS SHIMON VAN COLLIE EXCEPT AS NOTED

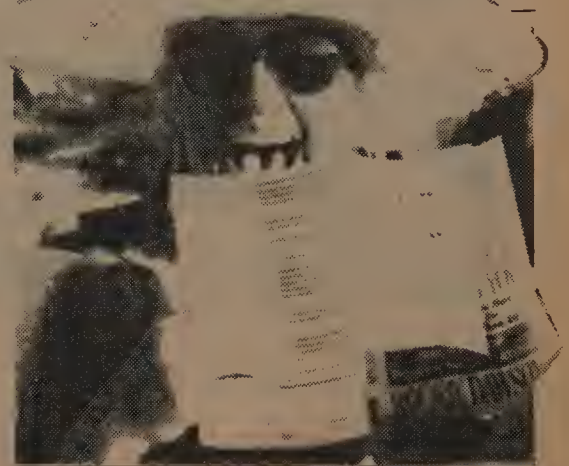
USA, designated Los Barriles as an official "Mistral High Wind Center", putting it into the same category as the Hood River Gorge in Oregon and Fort Pierce, Florida.

During the last week of January, some 80 boardsailors made the trek south to Los Barriles for the race week. Many were from the Bay Area, including pro riders Dennis Deisinger of Palo Alto and Tina Baylis of Santa Cruz, and talented amateurs such as Trevor Baylis, Paul Heineken, John Callahan and Mike Dillon, among others. I had the opportunity to attend as well, as both reporter and sometimes participant.

For many of us, last summer's callouses had long since faded away, leaving tender skin and atrophied forearm muscles that weren't quite ready for 20 to 25 knots of breeze. The first day of racing brought just those conditions, however, and there was a fair amount of thrashing about as the

amateur fleet attempted to work its way around a pair of triangle course races. Only one B Fleet participant, San Francisco's Bob Smith, was able to finish both heats, for example. The pros, headed by Massachusetts' Nevin Sayre and Florida's Rhonda Smith, had a practice day.

The northerly wind, which is funnelled between the Baja and mainland Mexico, operates in one of two modes: on and off. For the next two days, it stayed on, acting not unlike San Francisco's summer westerly.



Even after two days of no wind, Mexico still makes you smile.

Mornings would be still and warm, followed by the fluttering of flags around 10 a.m. By noon, it was time for the shortboards and some serious slalom racing. Dusan had hoped to get five heats of both course racing and slalom in order to allow a throw out for each. After three days, he had seven slalom heats and two course races in the bag. For the amateurs, that turned out to be all there was.

Comin' at ya in the slalom race.

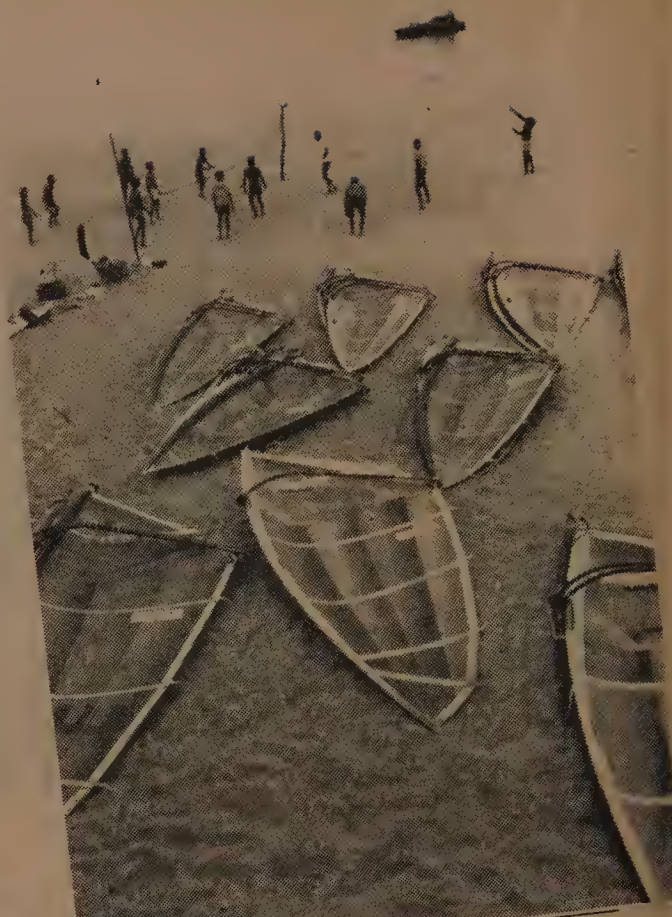


JAY & DUSAN



Pete Lynde and Nancy and John Callahan hoping the smell of morning coffee might wake the wind, too.

Jackie Dobson-Willis and hubby Greg Willis. Jackie's a pro and Greg just won the amateur competition.



Above, volleyball was one of many pastimes on a windless day. Below, when it blew, everyone headed for their favorite pastime.



Day four brought nothing but glassy seas. It was great for the fishermen, who could pursue their prey without fear of blowing lunch in the rough seas. For the board-sailors, the morning was spent waiting; but it became clear by noon that this was a day to recuperate from the previous three. Time to explore the other wonders of Baja, such as siestas, reading paperback novels, swimming and snorkeling. The rocky point off Rancho Buena Vista, which headquartered the racing activities along with the nearby Playa Hermosa Hotel, offered a bountiful vista of multicolored fish and plant life. One explorer

reported sighting an ominous-looking manta ray. Others took the opportunity to drive into Cabo San Lucas and check out the tourist sites.

Rancho Buena Vista was started by an American aviator named Herb Tansey. Before the road down to Baja was paved in the mid-1970's, guests often flew in, landing on the dirt runways. In 1959, Tanser died in a plane crash and the Buena Vista was taken over by a retired Army colonel named Eugene Walters. The colonel, whose portrait hangs over the hotel's lobby, was looking for a remote place to settle down and paint. His

resort became internationally known as a top fishing and hunting location.

The colonel's grandson, Mark, is now a co-owner in the resort. A rakishly handsome redhead, Mark blends his American roots with the geniality of Baja. In college, he played in a rock and roll band and then went on to manage the Sahara Hotel in Las Vegas. His father's unexpected death from cancer forced him into running Rancho Buena Vista earlier than planned, but he says that going from a 1,500 room hotel to

THE BAJA BOYS

Brother and sister Tina and Trevor Baylis of Santa Cruz. She's a pro, he's one of the top amateurs.



Try as they might, the boardsailers were no match for the Mexicans at ping pong.



one with only 50 rooms was not the come-down it might appear. "I'm much happier here," he says.

Along with the other resort owners on the East Cape, Mark is also grateful for the opportunity to serve boardsailors. The windy winter is no longer considered a slow time on the resort calendar, and the sailors are very ecology-friendly. "We don't take away anything except an appreciation for the beautiful surroundings," says Jay Valentine. "And we haven't come in and put up tacky hotels and gift shops. We're contributing to the local economy and that helps everyone

who lives here."

Jay and Mark also happen to be kindred souls and heavy partiers when the opportunity arises. After the first windless day, the troops cut loose with a 200-person pig roast and birthday bash for Nevin Sayre, one of the leading American pro riders and captain of the U.S. Mistral team. (David Deisinger and Rhonda Smith are the other two team members.) When it became apparent that there would be no wind on the second day, about 30 of us took a bouncy cab ride nine miles up the coast to Punta Pescadero, where another fishing resort is perched on

the rocky cliffs. As guests for the evening, we swam, snorkled, played ping pong at a table overlooking the sea, and partied. After dinner, with an array of stars shining overhead, Mark pulled out an acoustic guitar and, accompanied by Jay and others, launched into four hours of singing everything from heavy metal to Willie Nelson. Berkeley's Warren Seward, one of the pro racers, added his spirited rendition of the Beatle's *Rocky Raccoon*, and Jay performed his trademark Land Gibes (a back and forth dance step) to the delight of all.

Unfortunately, the wind gods didn't loosen up the following day, so it was back to snorkeling and ping pong. (A word of warning: while the locals may appear to be easy-going and laid-back, do not bet any serious money against them in a ping pong match. They have, no doubt, been practicing for years. Even though they may play with paddles that you might find at the Salvation Army, they can make the ball dance and twirl like a Mexican jumping bean.) Dusan was forced at this point to terminate the regatta for the amateurs, many of whom had to catch flights home the next day. Greg Willis of Cayucos and Cat Betts of Berkeley were declared the amateur winners, each winning a free trip to Cancun, Mexico, for their efforts. The pros, who had prize money to divvy up, were to stay on for another day of course racing.

There is probably a Murphy's Law that says that whenever a boardsailing regatta is called due to lack of wind, it follows that the breeze fills in within the next 12 hours. So it was the following morning as we awoke to 20 knots of crisp northerlies. Several of us didn't have to leave for the airport until noon, so we suited up and jumped on our boards for three hours of breathtaking sailing, made even more exciting by our impending departure. Flushed with speed, we stripped off our wet suits, hosed down and climbed into a van for the ride to San Jose del Cabo airport. The pros, meanwhile, finished off their races, with Nevin Sayre prevailing in the men's division and Rhonda Smith winning the women's.

At the awards ceremony the night before, Dusan Mills was thanking the various people who had made the event, the first international boardsailing regatta in Baja, possible. Among those credited was Jay Valentine, and Duse's tribute was well stated. "Thank you, Jay," he said in front of the crowd, "for discovering this wonderful location." Cheers all around.

— shimon van collie

1987 RACING

The three most important constants in any successful racing campaign are organization, a good boat and a good crew. Nowhere was this brought home more vividly than in the recent America's Cup.

But while big-time skippers usually have their pick of local talent, putting a crew together for a local event is not always so easy. And we're not only talking skill levels. There's crew compatibility, time commitments — heck, just being able to get and maintain a full complement of crew often makes the difference between a winning and an also-ran season.

Conversely, it's not always a piece of cake for crew people looking for the right boat, either. Boats and skippers vary widely, and one rail-rider's "tough but fair" skipper might be another's "screaming asshole who don't know shit". In between are potential crew people as varied in skill and attitude as the types of boats sailing today.

In the happy days of yore, these people got together in a million different ways. They were brothers, sisters, co-workers, friends, friends of friends, children of friends, friends of children of friends and so on. Some were just walking the docks at the right time and place. It's a good thing sailing brings out the best in most people. With such hit and miss methods, it's a wonder how many harmonious crews there really are out there today.

We'd like to think our annual Racing Crew List has changed this situation for the better. Now it's not really necessary to "know somebody" or to hit and miss along the docks on race day — though these and the above methods are all still alive, well and productive.

Of course, it helps if you sent in a Crew List application. These first appeared in our January issue. We ask interested people to fill out an appropriate form listing their names, ages, a phone number and a short synopsis of their sailing skill levels and desires. These were sent in with an advertising fee (\$5 for crew, \$1 for boat owners). The lists of names appear in the magazine both this month and in April. (The April Crew List is for cruisers, daysailors and sailors interested in chartering.)

One of the nicest things about using the Crew List is that you don't even have to leave home. At this stage of the game, simply look up the appropriate category for the person, boat or situation you're most interested in and give them a call. If that's too aura-threatening, wait for them to call you. But remember, the early birds not only get the worms, they get their choice of the best worms.

To illustrate how it works, let's take an imaginary sailor, Gary Jibson, through the process. In his mid-30s, Gary has done mostly pleasure sailing in the past, and once helped deliver a racing yacht back from Mexico. Now he'd like to try his hand at competition. He filled out one of the crew forms, indicating he's looking to do a Bay Series and, since he has vacation coming up in July, he also checks the Catalina, which takes place that month.

Now that he has this issue in his hot little hands, the first thing he does is . . . find his own name. After reveling in the orgasmic prestige of finally being "written up" in *Latitude 38* — at least that line won't be a lie when he uses it to impress women next time — it's time to grab a phone and go to work.

By scanning the "owners" code in the shaded box, Gary determines he is most interested in categories 1 and 6 under "plans" (indicating the owner is going to do a Bay series and the Catalina Race); category 1 under "wants" (owner is more interested in enthusiasm and desire to learn than sailing skill); and category 2 under "race" (he is pretty serious about racing.) Then he lets his fingers do the walking through the appropriate lists — Men/Women/Couples With Racing Boats, marking ones that sound good with a red pen. When he's



done, the first red check mark is next to **Dennis Condor, 43, 555-5555, Islander 36.....plan 1, 6/want 1/for 2.** That means that Dennis is planning a Bay series — probably one design — and the Catalina Race. He is 43 years old, and offers the exact racing situation Gary is looking for.

Gary calls Dennis, but the line is busy. That's because Dennis is already on his fifth call from the "Women to Crew" list. Like many Crew List users, Dennis is fantasizing more about a hot-blooded sex goddess between the sheets than a female crewmember trimming the sheets. After introducing himself, he gets right down to business. "I've just been, ahem, written up in *Latitude 38*. In fact, 'Ed.' and I are close personal friends. Now if you just want to come down to the boat tomorrow evening, I could show you my, uh, rod rigging, and we could" . . . click . . . "Um, hello?" . . .

While Dennis spends the better part of the evening finding out that the women listees want to race, you creep, not jump your slimy bones, Gary gets a call from Jed Turner. Jed is an older skipper with an older boat, but he races for the fun of it and he's got more than a decade of experience under his belt. They hit it off immediately, since Jed is one of the owners Gary checked off and Gary is the first one Jed called after scanning the "Men to Crew on Racing Boats" list. Jed invites Gary to a practice sail with two other new guys and his three regular crew that weekend.

And so it goes.

The Crew List is not all fun and games. The most irritating part of it for us is guys like Dennis who think with their . . . well, who abuse the list. In the past, we have asked, even pleaded, that those who are primarily interested in the opposite sex to do it on *their* time, not ours. This list is for people who want to sail.

The other thing has to do with the limits of our involvement in getting crews and owners together. It ends right on these pages. As soon as you pick up the phone, you are on your own. *Latitude 38* offers all our Crew Lists as advertising supplements only. We neither make nor imply any guarantee, warranty or recommendation as to the condition of the boats, the character of the people or that you won't get so banged, bruised, wet, cold, pissed off and otherwise disillusioned.

sioned that you move to Mojave and open up a turquoise mine. If you use or appear on this list, you are on your own.

To expand a bit on that last point, your name does not have to appear here for you to use the list. As long as you are willing to accept the responsibilities outlined above, call till your heart's content. However, if you want to attend our annual Cruising/Racing/Daysailing/Chartering Crew List Party, that will cost you. People whose names appear on these pages (and in next month's Cruising/Daysailing/Chartering Crew List) get into the parties free. Others — and everyone is welcome — must pay \$5 per crew person and \$1 per boat owner at the door.

Once inside, the Crew Parties are excellent ways to make new contacts, friends and plans for the season. If you've already done that on the phone, it's a great place to meet your new skipper or fellow crewperson for the first time. As always, we'll provide some sort of snack-type munchies, and free T-shirts and visors for the early arrivals. That latter is one per person, please; we know you have a big crew, four ex-husbands and a large family, but we can't outfit them all. Highlights this year will include (hopefully) mini-slide presentations on both Sea of Cortez Race Week and sailing in the Caribbean. The Crew Parties and locations this year are April 8th at the Corinthian YC in Tiburon from 6-9 p.m. and April 9th at the Metropolitan YC in Oakland from 6-9 p.m.

Here are a few final suggestions for making the most of the Crew List: 1) Don't call anyone after 11 p.m. or before 6 a.m. and expect them to be lucid or civil; 2) Don't call someone the night before, or morning of, a race and expect to get results. 3) Don't exaggerate your skill level. Someone who doesn't know what he or she is talking about is easy to spot among those who do. 4) The steady hand of experience is often a better companion than the reckless enthusiasm of youth. Don't be biased either way by age. Give everyone a chance.

Good luck and good sailing. We'll see you out there this spring, summer, and winter!

RACE BOATS LOOKING FOR CREW

COUPLES LOOKING FOR RACING CREW

Harry & Sondra Blake, 44, (415) 549-6680 wk; (415) 435-6285 hm; J/30 plan 1/want 1/for 3.
John & Deborah Harris, 29, (408) 356-0334 eves. 6-10 p.m., J/29 plan 1,2/want 2/for 2.
Roger & Lenore Heath, 44/35, 387-4590 days; 681-4150 eves; Moore 27 Sparrowhawk plan 2,3, MORA San Diego/want 3/for 2,3.
Steve & C.J. Rankin, 40 & less, 521-0895 Alameda, C&C 24 plan 1,2/want 1,2,3/for 2.
Randy & Ann Broman, 44, (415) 552-6246, 60 Pierce St., San Francisco, CA 94117, Tartan Ten plan 1/want 2/for 2.

MEN LOOKING FOR RACING CREW

Richard A. Shema, 30, SMC 2832; NPS Monterey, CA 93943, J/24 plan 1, Santa Cruz/want 1/for 3.
Dick Packard, 43, 525-0279, Tiffany Jane 34 plan 1,6/want 1,3/for 2.
George Blackman, 42, (415) 796-8389, Cal-20 plan 1/want 1/for 2.

CODE

If we plan to race:

- 1 = Bay
- 2 = Ocean
- 3 = MORA
- 4 = 1987 TransPac
- 5 = Mexican Races
- 6 = Catalina Race (July)

If we want crew:

- 1 = That will consistently put out 100% for the chance to get experience, and won't complain when cold, bruised or scared silly.
- 2 = With at least a full season racing experience.
- 3 = With over 3 years experience.

If we race:

- 1 = Beer cans casually for relaxation.
- 2 = Pretty seriously. Why else make the effort?
- 3 = Very seriously. I don't like to lose.

MEN LOOKING FOR RACING CREW — CONT'D

Jim Dumas, 37, (408) 280-6508 hm; (408) 262-2400 wk; Farr 1020 plan 1,2,6/want 2,3/for 3.
Richard Henry, 41, 456-3952, Ranger 28 Sloop plan 1,2/want 1/for 2.
Russell Breed, 33, (415) 574-2251, 1041 Shell Blvd., Foster City, Day Sailer I plan 1 & SBRA/want 1,2/for 2.
Bob Neal, 42, (707) 746-5553, Jeanneau 32' plan 2,6/want 2/for 2.
Mike Borgerding, 39, (415) 655-7115 eves; Pearson Triton 28 plan 1/want 1/for 1,2.
Mike Wilson, (408) 263-1240, Santana 22 plan 1/want 2/for 2.
Paul J. James, 42, (415) 331-7117, P.O.B. 1541, Sausalito, CA 94965, Cal 2-30 plan 1,2/want 1/for 3.
Paul Shlnoff, 42, 848-3253 hm; 777-7291 wk; Cal 2-27 plan 1/want 1,2,3/for 2.
Kris Newman, 35, (707) 255-6586, Catalina 25 plan 1 YRA-HDA/want 1/for 3.
Robert Hickey, 42, 72 S. 12 St., San Jose, CA 95112, C&C 30 plan 1/want 1.
Michael Mueller, 32, 759-5439, 1240 42nd Ave., San Francisco 94122, Islander 28 plan 1/want 1,2/for 2.
Clifford McGuire, 38, 383-4532, One Underhill Rd., Mill Valley, CA 94941, Moore 24' ULDB plan 1,2/want 2,3/for 1,2,3.
Chris Andersen, 35, 924-8125, 19 Pixley #8, Corte Madera, Knarr plan 1, GGYC Wed. nite series/want 1,2,3/for 2.
Matt Ciesicki/J Boats West, 26, (415) 522-0545, 2415 Mariner Sq., Alameda, CA 94501, J/24-J/41 plan 1,2,3,5/want 1,2,3/for 1,2,3.
Fred Qulgey, 52, (707) 554-1158, Arles 32 plan 6/want 1/for 1.
Keith Buck, 55, 837-9424 hm; 841-1213 wk; Farr 36 (IOR) plan 1,2/want 1,2/for 2.
Karl Dake, 32, (415) 525-4136, Catalina 27 plan 1/want 2/for 2.
Bruce Darby, 42, 435-0353, Ranger 26 plan 1/want 1/for 3.
Chip Edin, 43, (415) 930-7734, J/24 plan 1, Delta/want 1/for 2.
Ron Lee, 39, (408) 225-0311, Capri 30 plan 1,2,3/want 1,2/for 2.
Patrick W. Donnelly, 47, 771-3377 wk, 37' Express plan 1,2/want 2,3/for 3.
Mark Sutton, 32, (415) 881-5990, 14' FJ plan 1, lakes/want 1/for 2.
Athol R. Fahey, 45, (408) 287-0100 wk; (408) 920-1941 pager, 28' Newport, 34' Express plan 1/want 1,2/for 3.
Jon Rollen, 459-5421 days; 924-6014 eves; Hunter 34 plan 1,2/want 1,2,3/for 2,3.
Harold Dow, 46, (408) 723-1838 plan 1/want 2/for 2,3.
Jonathan L. Carter & Matthew J. Carter, 26 & 28, 66 Ellenwood Ave., Los Gatos, CA 95030, Catalina 30 plan 1,2/want 1/for 2.
Steve Rankin, 40, 521-0895, Alameda, C&C 24 plan 1,2/want 1,2,3/for 2,3.
Jeffrey Samuels, 43, 435-1658, X-102 Abracadabra plan 1,2,6/want 1,3/for 3.
Jeff Winkelhake, 41, 1400 53rd St., Emeryville, CA 94608 plan 1,2,6/want 1,3/for 2.
Curtis King, 34, (415) 938-4809, 26' T-Bird plan 1,2/want 2/for 1,3.
John Todd & Preston Shackelford, 46, (707) 253-3737 wk; (707) 252-8205 hm, Express 37 plan 1,3, ODCA & MORA/want 1,2/for 2.
Gary Hausler, 40, (415) 522-8987, Catalina 27 plan 1/want 1/for 1,2.
Bill O'Connor, 46, days 956-8290; nights 564-7163; Ariel 26 plan 1/want 2/for 2.
Randy Beckett, 40, 937-1679, 5-9 p.m. only, Hawkfarm plan 1/want 1,2/for 2.
Kevin C. Lee, 30, 366-2369 hm; 572-9000 wk; Snipe plan 1/want 1/for 2.

CREW LOOKING FOR RACING BOATS

CODE

I/we want to race:

- 1 = Bay
- 2 = Ocean
- 3 = TransPac (July)
- 4 = Catalina Race (July)
- 5 = Mexico (November)

I/we prefer:

- 1 = Boats under 30-ft.
- 2 = Boats over 30-ft.
- 3 = Dinghies

My/our experience:

- 1 = Little, less than one full season on the Bay.
- 2 = Moderate, 2 full seasons or more, some ocean.
- 3 = Mucho, years and years, bunch of ocean.

I/we will:

- 1 = Help with the bottom, do maintenance — anything!
- 2 = Play boat administrator, go-fer.
- 3 = Go to the masthead to retrieve the halyard at sea.
- 4 = Navigate, I've got lots of experience.
- 5 = Do foredeck, I've got lots of experience.
- 6 = Do grinding, I've got muscle.

COUPLES TO CREW ON A RACING BOAT

Chuck Snyder, Gall Turner, 39/40, (415) 949-1682
want 1/prefer 2/exp 1,2/will 1,3,5.
Karen Eberwein, Steve Lorack, 27, (415) 398-2764, San Francisco
want 1/prefer 2/exp 1,2/will 1,5,6.
Jim & Barbara Rainforth, 40/38, (415) 852-5152
want 4/prefer 2/exp 2/will 1,2,4,5.
Tim Killefer & Meg Charnley, 31, 346-3464, 3771 Fillmore St., San Francisco, CA 94123
want 1/prefer 2/exp 1,2/will 1,2,5,6.

MEN TO CREW ON RACING BOATS

Brad Miller, 40, (209) 431-2639, 41342 Ave. 10 1/2, Madera, CA 93638
want 1,4/prefer 1,2/exp 1/will 1,2,3,4.
Walter Wallach, 34, (415) 941-9023, 406 Paco Dr., Los Altos, CA 94022
want 1,2/prefer 2/exp 2/will 3,5,6.
Willy Rorke, 34, (415) 339-2502
want 1/prefer 2/exp 1/will 1,2,3,6.
Mike Helner, 29, (415) 868-1720
want 4,5/prefer 2/exp 3/will 1,2,3,5,6.
Mat Johnson, 16, (209) 522-2521, 3508 Sagewood Ct., Modesto, CA 95356
want 1,2,3,4/exp 2/will 1,3,5,6.
Mike Skaggs, 24, (707) 542-5973 wk; (707) 527-0723 hm; 1804 Sansone Dr., Santa Rosa, CA 95401
want 1/prefer 1/exp 2/will 1,2,3,6.
Marvin Burke, 45, 892-7793
want 1,2,3,4,5/prefer 1,2/exp 3/will 2,3,4,5,6.
Steve Grant, 29, (916) 369-0628, 8725 La Riviera Dr. #156, Sacramento, CA 95826
want 1,2,4/prefer 2/exp 2/will 1,2,3,6.
Gary Kennedy, Chris Gale, 27/30, (415) 962-8222
want 1,2,4/prefer 2/exp 3/will 1,3,5,6.
Dan Rausch, 38, (415) 327-2014
want 1,2/prefer 1,2/exp 2/will 1,4,6.
Howard Ling, 32, (415) 485-5710 hm
want 1/prefer 2/exp 2.
Dan Lowing, 31, (916) 362-2540
want 1,2/prefer 2/will 1,5,6.
Mike Severson, 42, (707) 528-3658, 1658 El Camino Way
want 1,2/prefer 1,2/exp 2/will 1,2,3,4,5,6.
Don Payan, 37, 476-4996 wk; 375-1354 hm; 24 Windsor Dr., Hillsborough, CA 94010
want 1/prefer 2/exp 1/will 5,6.
Tom Thayer, 35, (408) 737-8068 hm; (408) 720-4174 wk; 753 Harvard, Sunnyvale, CA 94087
want 1,2,4/prefer 1,2/exp 1/will 1,2,3.
George Jones, 32, (408) 354-3269 hm; (408) 434-3009 wk
want 1/prefer 2,3/exp 2/will 4,6.
Dennle 'Clancy' O'Mara, 33, (415) 474-1196, 565 Geary Bl.#209, San Fran-

MEN TO CREW ON RACING BOATS — CONT'D

cisco, CA 94102
want 1,2,4/prefer 2/exp 3/will 1,3,4,5.
Stuart Evens, 30, (415) 456-9649 eves; (415) 453-5972 days
want 1/prefer 2/exp 3/will 1,3,5,6.
Karl Dake, 32, (415) 525-4136
want 3,4/prefer 2/exp 2/will 2,3,6.
Doug Crafts, 25, (408) 448-0687, 2138 Ardis Dr., San Jose, CA 95125
want 1,2/prefer 3/exp 2/will 1,2.
Ed Hahn, 26, 548-4656
want 2,3/prefer 2/exp 2/will 1,3,6.
Marty Burks, 28, 443-6358 hm; 447-0805 wk
want 1-5/prefer 2/exp 2/will 1,3,6.
John Bendel, 28, (408) 246-4021, 3548 Cecil Ave., San Jose, CA 95117
want 1/prefer 2/exp 1/will 1.
Timothy Lee Gulley, 20, (707) 579-5762, 4255 Hoen Ave., Santa Rosa, CA 95405
want 1-5/prefer 1,2/exp 1/will 3.
Larry Krieger, 39, P.O. Box 3660, Santa Clara, CA 95055
want 2/prefer 2/exp 2/will 1,2,3,6.
Tom McCall, 57, (408) 353-1665 want 4, Santa Cruz/prefer 1,2/exp 1/will 3, sub.
Mike Fitzgerald, 28, (415) 365-2004
want 1-5/prefer 2/exp 2/will 1,3,4.
Jack Rosenberg, 33, 332-5373
want 1,2/prefer 1,2/exp 3/will 6.
George Blackman, 42, (415) 796-8389
want 2/prefer 2/exp 2/will 1.
Mark Voorhees, 38, 585-7530 hm; 946-3019 wk
want 1,2/prefer 1,2/exp 1/will 1,2,6.
Fred Celsi, 51, (408) 268-9226
want 2,3,4,5/prefer 2/exp 2,3/will 1,2,4.
James Mello, 29, (408) 338-7160
want 1-5/prefer 2/exp 2/will 1,2,3,5,6.
D. Thompson, 33, (714) 660-9500
want 1,2,3,5/prefer 2/exp 3/will 3,4,5,6.
Stephen Merrill, 42, (415) 689-8336
want 2/prefer 1/exp 2/will 1,2.
Allen Howard, 39, 456-3092
want 1,2,4,5/prefer 2/exp 1/will 1,2,3,6.
Jon Bamer, 41, (415) 886-7706, 2836 Chloe Ct., Castro Valley, CA 94546
want 1,2,4,5/prefer 2/exp 2/will 1,3,4.
Scott Foss, 42, 332-3904, 265 Gate 5 Rd., Sausalito, CA 94965
want 1,2/prefer 2/exp 1/will 3, sail & play hard.
Richard Landis, 32, (707) 257-8059
want 1,2/prefer 2/exp 1/will 1,2,3,6.
Ken Russell, 36, 848-9878
want 2/prefer 2/exp 2/will 1-6.
Paul Horst, 32, 893-1111 ext. 285, 1150 Ballena Blvd. #9, Alameda, CA 94501
want 1,2/prefer 1,2/exp 1/will 1,6.
Poi Chin, 35, (415) 282-3041, San Francisco
want 1-5/prefer 2/exp 3/will 1,5.
Bill, (415) 838-2226
want 1,2/prefer 1/exp 2/will 1-6.
Brad Latham, 27, 140 Harbor Ways Circle, Santa Cruz, CA 95062
want 3/prefer 2/exp 3/will 3,5,6.
Len Tiemann, 50, (415) 792-1539
want 1,2/prefer 2/exp 3/will 4,6.
Fred Gramberg, 40, (415) 457-8903 hm; (415) 453-7411 wk
want 2,4/prefer 2/exp 2/will 1,2,3,5,6.
Darryl, 44, (408) 773-9089
want 1,2,4/prefer 2/exp 2/will 1,2,4.
Russ Martindale, 36, (408) 247-1929
want 1,2/prefer 2/exp 1/will 1,3,6.
Doug Robbins, 20, (206) 527-2550 school, 41 Highland Blvd., Kensington, CA 94707 (local)
want 3/prefer 2/exp 3/will 1,2,3,5,6.
John Moreau, 40, 486-5521 days; 668-4607 hm
want 4,5/prefer 2/exp 3/will 1,2,3,6.
David Bentel, (415) 326-2140, 1670 El Camino Real, Ste. 208, Menlo Park, CA 94025
want 1/prefer 1,2/exp 2/will 1,2.
John M. Kristian, 28, (415) 940-1297 hm; (415) 940-4818 wk
want 1/prefer/exp 2/will 3,5,6.
John Stevens, 24, 383-2741 wk; 457-5928 hm want 1,2/prefer 1,2/exp 1/will 1,6.
Michael E. Matz, 23, (415) 965-4812, 192 Central Ave., Mountain View, CA 94043
want 1,2/prefer 2/exp 1/will 1,2.
Doug Patterson, 23, (415) 364-3300, 660 Bair Island Rd., Redwood City, CA 94063
want 1,2,4/prefer 2/exp 2/will 3,4,5,6.
Jim Quanci, 28, (408) 238-7852
want 1,3/prefer 1,2,3/exp 3/will 1-6.
Robert P. Daley, 30, 485-5492, San Rafael
want 1/prefer 1,2/exp 1/will 1,3,5.
Jim Smith, 50, (707) 528-6539, 2732 Valley Center Dr., Santa Rosa
want 1,2/prefer 1,2,3/exp 2/will 1,2,3,5,6.
Alan Tam, 43, (415) 647-7087, 947 Church St. #3, San Francisco, CA 94114
want 1,2,4,5/prefer 2/exp 2/will 1-6.
Paul Terry, 28, (415) 282-1197 hm; (415) 421-2800 wk; 10 Whitney St., San Francisco, CA 94131
want 1,2/prefer 1/exp 1/will 6.
John Zamora, 26, (415) 931-8179 hm; (415) 292-6520 wk
want 1,2/prefer 2/exp 1/will 1,2,3,6.
Daryl B. Goldstein, 33, (805) 983-0480, 712 Nandina Pl., Oxnard, CA
want 2/prefer 1,2/exp 2/will 1,3,6.
Nye Yee, 32, (916) 686-2319 wk; (916) 971-1045 hm
want 1,2,4,5/prefer 1,2/exp 2/will 1,4,6.

MEN TO CREW ON RACING BOATS — CONT'D

Dennls Minnick, 39, 564-9498 want 1/prefer 1,2/exp 2/will 1,4,5,6.
 Paul A. LaMarche, 50, (408) 998-1864, 846 Harliss Ave., San Jose 95110
 want 1,2/prefer 1,2/exp 1/will 1.
 Mark Jackson, 26, (408) 246-3137 want 1/prefer 2/exp 2/will 5,6.
 Craig Pieringer, 31, 392-8224, 359 Green, San Francisco
 want 1,2/prefer 2/exp 2/will 1,2,6.
 John Grummel, 20, (408) 578-7944, 6273 Gunter Way, San Jose 95123
 want 1/prefer 1,2/exp 1/will 1,2,6.
 Craig Beckner, 33, (415) 343-3402, 467 No. Idaho St. #4, San Mateo 94401
 want 1,2/prefer 2/exp 1/will 3,6.
 Scott Hamm, 36, (916) 541-3144, P.O. Box 14520, So. Lake Tahoe, CA 95702
 want 3,4/prefer 2/exp 2/will 1,5.
 Mike Devor, 27, 652-6059 want 1,2,3,4,5/prefer 1,2/exp 1/will 1,3,5,6.
 Paul Gore, 29, (415) 589-8389 hm; (415) 887-7764 wk
 want 1,2,4/prefer 1,2/exp 2/will 1,2,3,6.
 Kyle Reddick, 26, (415) 383-8680, 7 Hillside Ln., Mill Valley, CA 94941
 want 2,3,5/prefer 2/exp 2/will 3,4,5.
 Tom Hart, 28, (415) 282-8074 want 1,4/prefer 1,2/exp 2/will 3,5.
 Harry, 48, 388-6531 want 1,2,3/prefer 1,2/exp 2/will 4,6.
 Ed George, 55, (707) 448-1545, 149 Vista View Dr., Vacaville, CA 95688
 want 1,2/prefer 1/exp 2/will 1,3,5,6.
 Herman Miller, 60, (209) 948-3111, P.O. Box 1769, Stockton, CA 95201
 want 1,2/prefer 1,2/exp 2/will 3,4,5.
 Frank Ansak, 27, 383-0548 want 1,2/prefer 2/exp 1/will 1.
 Joe Harvard, 35, wk: 955-1408; hm: 567-8423
 want 1,2,3/prefer 2/exp 3/will 1,2,4,5.
 Raymond Bolton, 40, 892-8783 want 1/prefer 1,2/exp 3/will 1,2,3.
 Michael Glotzer, 23, (415) 486-1686, 1951 Chestnut St. #312, Berkeley, CA
 94702 want 1,2,3,4/prefer 1,2,3/exp 2/will 1,2,3,5,6.
 Steve, 40, (408) 458-0225, 21 Kite Hill Rd., Santa Cruz, CA 95060
 want 1,2,4,5/prefer 2/exp 2/will 1,2,6.
 Walter Coole, 28, (707) 584-4756 want 1,2,3,4/prefer 2/exp 2/will 1,3,4,5,6.
 Randy H., 31, (415) 949-3343, 444 Lassen #8, Los Altos, CA 94022
 want 1,4/prefer 2/exp 2/will 1,5,6.
 Chris Plona, 30, 492-9530 want MORA or smaller IOR offshore/
 exp Great Lakes/will learn fast almost anything.
 Bill Bodell, 39, 476-1989 wk; 841-0650 hm want 1,2/prefer 1/exp 2/will 1,2.
 Steve Johnson, 39, (415) 398-7141 wk; (415) 939-6714 hm
 want 1,2/prefer 2/exp 2/will 1,3,5,6.
 Michael Bengry, 39, (805) 687-6172, 795 Mission Oaks Ln., Santa Barbara
 want 3,4/prefer 2/exp 2/will 3,5,6.
 Dave Howard, 41, (916) 985-0863; 440-5930 wk, 105 Chapman Ct., Folsom
 want 1/prefer any boat/will 1,2,3,5,6.
 Frank Lossy, 39 +, 527-2293 want 1/prefer 2/exp 3/will 3,4, be tactician.
 Michael Moore, 23, 991-2614, 187 School St. #101, Daly City, CA 94014
 want 1,2/prefer 1,2/exp 1/will 1,6.
 Tom Saviano, 33, 851-7110 wk; 851-8044 hm, Woodside
 want 1,2/prefer 1,2,3/exp 1/will 1,2,6.
 Steve Disenhof, 35, 752-1170 want 1,2/prefer 1,2/exp 1/will 1,2.
 Jim Nuss, 52, 945-2212 wk; 946-0274 hm, Walnut Creek
 want 1/prefer 1,2,3/exp 2/will 5.
 Mike Dousman, 44, (415) 791-0686 want 4, prefer 2/exp 2/will 4,5,6.
 Lance O. Lollini, 48, (415) 592-0127, 3236 Brittan Ave., San Carlos, Ca 94070
 want 1/prefer 1,2/exp 1/will 1,2,3,6.
 Richard Deveau, 31, days (707) 252-2211; nights (707) 887-7429
 want 1,2/prefer 1,2/exp 2/will 1,6.
 Jim Dietz, 33, 331-2309 want 1,2,3,4/prefer 2/exp 3/will 1,2,3,4,6.
 Eric Isaacson, 30, (415) 878-7992 want 2,4/prefer 2/exp 2/will 1,5,6.
 Chris Smith, 26, (415) 931-9148, 2137 Greenwich, San Francisco
 want 1,2/prefer 1,2/exp 3/will 1,3,5,6.
 Bill Wall, 35, (415) 365-0652 want 3/prefer 2/exp 2/will 3,5,6, mechanical exp.
 Dave Olson, 30, (415) 856-7866, 4267 Po'mona Ave., Palo Alto, CA 94306
 want 3/prefer 2/exp 3/will 3,4,5,6.
 Nick Pouschine, 27, (415) 792-7716, 34860 Busby Way, Fremont, CA 94536
 want 1,2/prefer 2/exp 2/will 1,3,5.
 Andrew Newell, 26, 752-8036, 168 19th Ave., San Francisco 94121
 want 1,2/prefer 1,2/exp 3/will 1,3,6.
 Kevin Dougherty, 37, 556-7330 days; 381-0316 eves; 219 Marin Ave., M.V.
 94941 want 1,2/prefer 1,2/exp 2/will 1-6.
 Martin Cunningham, 30, (408) 985-8398 want 1 only/exp 2/will 1,6.

MEN TO CREW ON RACING BOATS — CONT'D

Woodie Woodie, 37, (415) 460-3309; (415) 443-6545
 want 1,2,3/prefer 1,2/exp 3/will 1-6, celestial nav.
 Bud Wehle, 52, 522-1559 want 1,2,3/prefer 2/exp 3/will 1,2,3,5,6.
 Mark D. Creedon, 30, 956-4394 days; 383-7375 eves; 513 Park Wy., Mill Valley
 want 2/prefer 2/exp 2/will 1,2,3,6.
 K.J. Harris, 27, (415) 949-2245 hm; (415) 943-7298 wk: 240 Monroe #74, MVW,
 CA 94040 want 3,4,5/prefer 2/exp 2/will 4,6.
 Kevin C. Lee, 30, hm 366-2369; wk 969-7800 want 1-5/prefer 2/exp 2/will 1,3,5,6
 Peter Chargin, 27, (415) 969-4442 wk; (415) 322-7481 hm
 want 1,2/prefer 2/exp 2/will 1,3,5,6.
 Raul Junco, 31, (415) 665-4077 want 1,2,3,4/prefer 1,2/exp 2/will 1,3,5,6.
 Bob Kaye, 35, (408) 866-9317 want 1/prefer 1,2,3/exp 1/will 1.
 Terry Young, 28, (415) 931-8179 hm; (415) 929-6520
 want 1,2/prefer 2/exp 1/will 1,2,3,6.

WOMEN TO CREW ON A RACING BOAT

Louise Pender, 35, (408) 275-9964, 319 N. 3rd #2, San Jose, CA 95112
 want 1,2,3/prefer 1,2/exp 2.5/will 1,2,5,6.
 Michelle, 26, 931-6347 1,2/prefer 1,2/exp 1/will 1,2.
 Cathy, 27, (415) 278-2282 want 1,4/prefer 2/exp 2/will 1,3,5.
 Michelle Pineda, 25, 441-5871 want 1/prefer 1,2/exp 1/will 2.
 Jocelyn O'Neill, 34, (415) 689-5695 msg. P.O. Box 2414, Martinez, CA
 want 1,2/prefer 2/exp 1/will 1.
 Candy Kane, 25, 468-6800 wk; 673-3865 hmwant 1/prefer 1,2,3/exp 1/will 1,2,3.
 Glenda, 36, (415) 831-8463 want 1,2,4,5/prefer 1,2/exp 2/will 1,2.
 Elaine, 32, (415) 897-0962 want 1,2/prefer 2/exp 3/will 1,3,5,6.
 Audrey, 32, (415) 851-2937 want 1/prefer 1,2/exp 1/will 1,2.
 Pat Gibson, 40, 682-8965 want 1,2,4/prefer 1,2/exp 2/will 1,2,3,5,6.
 Sandra, 46, 386-1059 hm want 1/prefer 1/exp 2/will 2,6.
 Mari, 33, 453-8349 want 1,2,3,4/prefer 1,2/exp 2/will 5.
 Mary Lovely, 34, (415) 567-1342 want 1,3/prefer 1,2,3/exp 3/will 1,2,3,5.
 Tammie, 32, P.O. Box 177, Alameda, CA 94501-0577
 want 3,4,5/prefer 2/will 2,3,4,5.
 Kate, 41, 668-1273 want 1,2/prefer 1/exp 1/will 1,2.
 Joan Columbini, 29, (415) 928-1553 want 1-5/prefer 1,2/exp 1/will 1,2.
 Ruth C., 33, 270 Masonic Ave., San Francisco, CA 94118
 want 1/prefer 1,2/exp 2/will 1.
 Maureen, 34, 934-0369 want 1/prefer 2/exp 1.
 Beth, 26, (415) 955-2088 ext. 2088, Embarcadero 4 #900, S.F., CA 94111
 want 1,2/prefer 1,2,3/exp 1/will 1.
 Mary Summers, 27, 751-6652 want 1,2,4/prefer 2/exp 1/will 3,6.
 Katherine Wes, 35, 332-3058 want 1/prefer 1,2/exp 2/will 1,2,3.
 Whitney Brooks, 24, (415) 258-9798 want 1,2,3,4/prefer 2,3/exp 2/will 2,3,5.
 Debra Jose, 35, 563-1731 want 1/prefer 1/exp 2/will 1,5,6.
 Sandie, 35, 383-6834 want 1,2,4/prefer 2/exp 1/will 1,2,3,5,6.
 Beverly Barth, 43, 381-1117 hm; 396-7921 wk want 1/prefer 2/exp 2/will 2.
 Lynn, 29, 346-2448 prefer 2/exp 2.
 Cynthia Anna, 28, (805) 528-3733 want 2,3/prefer 2/exp 2/will 1,2,3,5.
 Kathleen Muraoka, (415) 557-3541, (415) 346-8829
 want 1,4/prefer 1,2/exp 1/will 1,2,3.
 Suzanne, 26, days (415) 459-1455 want 1/prefer 1/exp 1/will 2.
 Catherine Knowlson, 27, (415) 863-0729 want 1,2,3/prefer 2/exp 3/will 1,2,5.
 Cecily Monohan, 35, 834-2390 wk; 547-0999 hm
 want 1/prefer 1,2/exp 1/will 1,2,3,5.
 Rebecca Danskin, 33, P.O. Box 2675, Dublin, CA, 828-9744 days; 829-4647
 eves want 1,2/prefer 1,2/exp 2/will 1,2.
 Candy Baldi, (415) 931-1885 want 1/prefer 1,2/exp 2/will 1, race serious.
 Alice, 26, 383-7375 want 1,2/prefer 1,2/exp 1/will 1,2.
 Marina, (415) 381-0123, P.O. Box 636, Mill Valley, CA 94942
 want 1/prefer 2/exp 1/will 1.
 Stephanie Stitt, 25, 383-5418, 63-B Presidio, Mill Valley, CA 94941
 want 1,3/prefer 2/exp 2/will 1,2,3,6.
 Cathy, 38, (415) 845-1833 want 1/prefer 1,2/exp 2 + /will 1,2,3,6.
 Linda, 37, 986-0466 want 1/prefer 1,2/exp 2/will 2.
 Susie Shoaf, 37, (415) 931-0534, San Francisco want 1/prefer 1,2/exp 1.
 Ann Miller, 25, 564-6316 after 7 p.m. want 1,2/prefer 1,2/exp 1/will 1.
 Jennifer, 42, 457-5192 after 7 p.m. weeknites & on weekends
 want 1,2/prefer 2/exp 1,3/will 1,3,6.
 Pam Murphy, 31, (415) 567-8616 early a.m. or evenings message
 want 1,2/prefer 2,3/exp 2/will 2.
 Patricia, 38, 883-8541 want 1,2,5/prefer 2/exp 2/will 2,6.

MAKING SENSE

So you want to be a rock and roll star,
Well listen now to what I say,
Just get an electric guitar and take some time
And learn how to play . . .

— The Birds, circa 1970

Back in the late '70s, we were confused — about life, about love, and most importantly, about yacht racing. Interestingly, most of the questions were the same for all three: Who are they? Where did they come from? Where are they going? Who's really in charge?

Anyway, we were just getting into racing at that time and we needed answers. To our amazement, nobody, at least no single body, had them all. In those days, none of the newspapers or big sailing magazines carried anything about local racing, and the bits and pieces we picked up around the docks sometimes seemed only to confuse matters more. Trying to figure it out from the water wasn't any easier. Most of the time, racing just looked like a big free for all.

While that was groovy and everything (in those days we were into anything free), it still didn't help our situation much. Coincidentally (cosmically?), all this occurred at the same time parents and peers were pressuring us into "doing something with our lives". So we decided to find out all about racing and write it down so others would know what was going on. One thing led to another and before we knew it, the first issue of *Latitude 38* hit the streets.

Strange but true. If it weren't for the confusing state of racing in 1977, you'd probably be thumbing through *Yachting* right now hoping to find news of anything west of Annapolis, and we'd be washing some guy's Buick.

Who are they?
Where did they come from?
Where are they going?

It's taken more than a few of the last ten years to put local racing into perspective, but there is a method to the madness out there on summer weekends. Oh, there's still the occasional weekend we find ourselves in the middle of a fleet of boats that we don't recognize from Adam, but those times are getting rarer.

If you, as a boat owner or owner-to-be, find yourself in the same place we did in 1977 — and we've been amazed at how many people have said the watching the America's Cup has made them want to try racing — read on. This is *Latitude 38*'s latest annual attempt to put it all in simple perspective. Wish us luck.

First of all, a few parameters. We're going to gear this to the beginning racer and the casual racer who wants to expand his horizons. We don't have the room to tell you how to race, just where to go and how get started. If experienced racers find this writeup a bit on the basic side, bear with us. A sailing instructor we know once made the observation that the average person's knowledge of sailing is like Swiss cheese. There's a lot there, but there are still holes. To fill those in, we're going to assume everyone who's gotten this far knows how to sail, but doesn't know beans about racing. We'll also aim most of the information at the guy who either already owns a boat or is considering buying one. After all, without them we wouldn't have racing.

ORGANIZED BAY RACING

Organization/Description		Boats registered (1986)
Y R A	ODCA (One Design Class Association)	350 in 31 classes
	WBRA (Wooden Boat Racing Association)	70 in five classes
	HDA (Handicap Divisions Association)	112 in seven divisions
	IORDA (International Offshore Rule Divisions Association)	45 in three classes
	IMS (International Measurement System)	40 in two classes (proposed)
S B R A	SBRA (Small Boat Racing Association)	295 in 15 classes

Crew people can also use this information to better see where they might want to race, but their ends will be better served by the *Racing Crew List* article elsewhere in this issue.

Finally, the information to follow will concern itself mainly with the

OF THE RACING SCENE

Races	Handicap system	Entry fee	Contact for more information	Comments
10 to 22	none	\$100	Leigh Brite at 232-8421	The largest class association in Bay racing. Classes range in number from the required minimum of five to more than 40 in the J/24 class, the largest Bay fleet. The largest fleets are the Express 37, Islander 36, Santana 35, Newport 30, J/24, Cal 2-27, Express 27, J/29 and Ranger 23. For beginning racers, ODCA offers a couple of advantages. 1) You always know how you're doing in boat for boat racing — where you are in the fleet is where you are in the standings. 2) The individual one design fleets are full of camaraderie and individuals willing to help you improve your boat and skills. Many also offer a variety of social events through the season.
14 to 20	none	\$100	YRA at 771-9500	WBRA is organized and administered much like ODCA, just on a smaller scale. Members like it that way, feeling a "small and personal" organization is better able to provide the kind of racing they want. In fact, though new boats and members are always welcomed, WBRA has resisted efforts to expand their fleet roster. The five WBRA fleets are the Bears, Birds, IODs, Folkboats and Knarrrs, the latter being the third largest (and at 50 years, one of the oldest) fleets on the Bay. The Folkboats, IOD and Knarrrs offer international competition for the top skippers.
10 with two throwouts	PHRF	\$115	YRA at 771-9500	HDA is one of the best places to begin sailboat racing because you can race whatever boat you already own. There are special classes for light and ultralight boats, older designs, and non-spinnaker boats. The rest are broken down into more or less equal size classes by PHRF handicap. Another nice thing about HDA is that most participants race for fun, not blood. At the end of the season (October), this year's best from each class race for "top gun" honors in the Yankee Cup.
16 with two throwouts	IOR	\$120	John Clauser at 652-7302	Where the big boys race. IOR is the top echelon of high-tech, big-buck yacht racing in the Bay. Very competitive on all levels. Unlike PHRF, the IOR rule favors new boats. All the so called "Grand Prix" boats, from locals like <i>Blade Runner</i> , <i>Bondi Tram</i> , and <i>Coyote</i> on up to the 80-ft maxis <i>Boomerang</i> , <i>Kialoa</i> and <i>Sorcery</i> all race under the IOR rule. Although the rule favors new boats and blank checks, an old age allowance (for boats) and an innovative mind can make IOR racing affordable for the normal individual. If you want to learn fast, IORDA is the place to race.
10 or 12 (proposed)	IMS	varies	Dick Horn at 284-2840	New to the Bay this year, IMS is gathering a surprising amount of interest. At this writing, up to 45 boats have committed to being measured for the class (including the Olson 25 fleet which may race here instead of ODCA). In theory, since it relies on hard numbers that cannot be compromised by subjectivity (like PHRF) or rule beating designs (like IOR), it is more "fair" to all. Time will tell if the system works in the real world.
18 to 22	none	\$25	Paula Klipfel at 569-0361	SYRA is where centerboard set goes to race, and within that framework, there's something for everybody. Division A is for singlehanded boats such as the El Toro and Sunfish. Division B is a competitive daysailor class for boats like the Laser, FJ and Coronado 15. Division C is the domain of the high-performance spinnaker and trapeze boats like the 505, International 14 and Fireball. Most SBRA races are sailed on more protected water, such as the Richmond and Oakland estuaries and on the many area lakes. Small boat racing is inexpensive and a great place for beginner and expert racer alike.

local racing scene. To give you a "big picture", we've included the larger coastal, offshore and grand prix events in California and Hawaii. Most beginners will want to get in a few seasons around the buoys before going on to those events.

So read on, refer to the outlines on these pages and then get out there and sign up!

To sign up, all you need do is put in a call to the proper

ORGANIZED OCEAN RACING

	Organization	Boats registered (1986)	Races	Handicap	Entry fee	Contact for more information
O Y R A	MORA (Midget Ocean Racing Association)	35 in two divisions	10 with two throwouts	PHRF	\$125	OYRA office at 771-9500
	PHRO (Pacific Handicap Rating — Ocean)	30 in one division	8 with two throwouts	PHRF	\$125	Alex Malaccorto at (408) 997-7818
	IOR (International Offshore Rule)	40 in two classes	9 with one throwout	IOR	\$125	John Clauser at 652-7302
	SSS (Singlehanded Sailing Society)	(Ocean Series not raced in 1986)	8 with two throwouts	PHRF	\$25	Shama Kota at 332-5073

organization. Bay area sailors have two governing bodies to choose from, the SBRA and the YRA/OYRA. For the centerboard set, the Small Boat Racing Association is your ticket. Big boaters should call the YRA/OYRA. (The Yacht Racing Association and Ocean Yacht Racing Association are administered out of the same office by the same person, so for the purposes of this article when we say YRA, we mean either-or). Up until last year, there was a third organization called SYRA, the Small Yacht Racing Association, but that group has disbanded and its fleets have been absorbed by YRA. Both SBRA and YRA provide information, results, help to race committees and seasonal trophies to the champions in qualifying classes.

A call to SBRA or YRA will get you an entry packet. This consists of an entry form, a master schedule for the year, an explanation of racing classes, a list of minimum safety requirements and a roster of member yacht clubs. Unless you are planning to race as a one-design — in other words, against boats identical to yours — you should also request a handicap form (YRA only, SBRA does not run handicap races).

Although it sounds a little like the Special Olympics, handicap rac-

ing is not like wheelchair basketball. It's the boats that are handicapped, not the sailors. The idea, of course, is to make all yachts equal so that the best sailed one wins. In handicap racing, you don't have to finish first to win the race. By any of currently three different methods, a yacht racing one of the handicap classes is assigned a value. In the IOR (International Offshore Rule) and PHRF (Performance Handicap Rating Formula) systems, this is a single number expressing your rating in seconds per mile.

For example, if your Hobie 33 rates 96 under PHRF, and you're racing against an Islander 40 that rates 84 and a Hans Christian 43 that rates 138, for each mile raced, the Islander must "give" you 8 seconds ($96 - 84 = 8$) and you must "give" the HC 42 seconds a mile ($138 - 96 = 42$). If the race is 10 miles long and you finish within 80 seconds of the Islander ($10 \text{ miles} \times 8 \text{ seconds} = 80$), you have beaten him on "corrected" time. If the HC finishes within 420 seconds — 7 minutes — of you ($10 \text{ miles} \times 42 \text{ seconds} = 420$), he has beaten you. The new rating system, IMS (International Measurement System), works similarly, although a boat's value changes according to wind and course conditions.

Once you have returned your entry and (if necessary) handicap

OF THE RACING SCENE

Comments

The ocean racing class for boats 31 feet and under. The ocean series all name their spring and fall series. In MORA, they are the Pete Smith and Golden Hinde Series, respectively, with five races apiece. Most races are one-day affairs, except the Half Moon Bay and Drakes Bay races. In those events, boats spend Saturday racing to the destination, tie up for the night (often in a raft up after a community barbeque), and race home on a separate counting race the next day. Though it doesn't count in the overall season standings, MORA also runs a popular long distance race to San Diego in July. Good racing, good people.

PHRO offers organized ocean racing to boats 31 feet and up. Its seasons, named for notable racers, are the spring Hal Nelson series and the fall George Jester Series. Like its Bay area counterpart, HDA, PHRO offers its participants a (relatively) low-bucks, low-pressure opportunity to enjoy racing outside the Gate. If you want to race with or against some of the real veteran ocean boats and skippers, don't look any farther than PHRO.

Like its interbay counterpart, IORDA, the ocean contingent of IOB is the domain of high-tech boats and cerebral racing. As such, if you want to bypass the frying pan and jump right into the fire of offshore sailboat racing, this is the division to do it in. A modification to the 1986 ocean schedule was the addition of the Ocean-Vallejo Race (out the Gate, round the Duxbury buoy, round the Lightship, then a run back into the Bay and up to Vallejo) to the official roster. Not quite an "ocean" race, but a kick nonetheless. Serious but fun racing for the mentally and/or fiscally well-endowed.

The Bay has a small but hardy group of singlehanders who go one on one with the ocean and each other every year. (Except last year, when the Singlehanded TransPac made participation too sporadic to count as a proper season.) They're back again this year with a few new members and a whole new schedule of races and other activities. Singlehanded isn't for everyone, but if you're interested, there's not a better group to learn it from.

forms with your entry fee, you will receive a race packet. This will include the dates and times of all races, along with course choices, special rules and other instructions.

YRA Bay races average 5 to 20 miles in length and two to three hours in duration. SBRA races are planned to run between 60 and 90 minutes. If the wind is light, the race committee will assign a shorter course than if it's blowing — they're not any more interested in being out there all night than you are. The course will be displayed by a code flag on the committee boat, and your race instructions will tell you which course sequence to use, whether to round the marks to port or starboard and so on. Barring radical wind swings, which do happen, all normal races will start and end with a beat to windward. On a typical "Olympic triangle", boats beat to a weather mark, run downwind to a leeward mark, angle over to a reaching or jibe mark (in the America's Cup they called it a "wing mark") and then beat to the finish. Longer courses can be made by running the same pattern two or more times or by sending the fleet to different or farther buoys. The only real difference between ocean racing and Bay racing is that the marks are farther apart out in the ocean (ocean races run

from 30 to 70 miles), and sometimes they're islands rather than buoys.

Most of the races held on San Francisco Bay take place within the area flanked by its three main bridges. The most popular start/finish area is the City Front, the water adjacent to the San Francisco Marina and Crissy Field. Other popular areas include the Berkeley Circle and the Knox (just west of Angel Island) area. SBRA generally uses the more protected back-Bay waters and the many area lakes.

For most classes, the racing season consists of two weekends of racing a month for four to five months. An average racing weekend may consist of as few as one race on Saturday, or as many as three, four or even five races over a two-day weekend (SBRA plans a couple three-Saturday, two-Sunday weekends this year). The racing season is split into a spring season, which runs from May to the end of June, and a fall season, which picks up in August and runs through the end of September. Organized racing takes the month of July off so sailors can take part in special offshore events like the annual Oakland to Catalina Race, the MORA San Diego Race and the biennial TransPac, which all take place that month.

Individual races are hosted and administered by individual yacht

Handicap racing is not like
wheelchair basketball.

clubs. Most of the larger yacht clubs in the Bay area host at least one YRA race a year. Which and when is decided at a meeting between members of the Pacific Inter-Club Yacht Association (to which almost all clubs belong) and the YRA prior to the racing season. It works similarly for SBRA and its 33 member clubs. You do not have to belong to the host club to race, although you do need to belong to a yacht or recognized sailing club to be official in both SBRA and YRA. (YRA grants a one-year grace period to new members.) Participating clubs furnish race committees, committee boats and, when necessary, they set the marks. Many also open their facilities to racers for post-race dinner, drinks and overnight tie-ups.

Scoring for seasonal racing is done on a cumulative basis. Awards are given on both an individual and cumulative basis. In other words, if you race a race sponsored by the Island YC and win, you will receive an award from the IYC. Your win also counts in the overall scores at the end of the season. Despite what you've seen these last months on ESPN, in most yacht racing, the guy with the fewest points wins. Points are awarded according to place: second, third, fourth and so on get 2, 3, and 4 points, respectively. First place, though, gets 3/4 of a point. This might seem a little weird at first — it was to us — but once you get used to it, you'll like it. It makes things much more interesting when only fractions separate competitors. At the end of the season, YRA awards the top boat in each class a season championship trophy. The individual associations award trophies to their top three boats.

(As you can see, there are many ways to earn trophies. If a season champion YRA yacht wins its last race, its owner would receive three

SHORTHANDED RACING

Race	Date	Contact	
Three Bridge Fiasco	January 24	SSS/332-5073	Round buoys near all three bridges (Golden Gate, Bay Bridge, Richmond Bridge) in any order you want. Reverse handicap race, so the boat that crosses the finish line first is the winner. A real test of both singlehanded and reading the wind and currents in the Bay.
Singlehanded Farallones	March 28	SSS/332-5073	In the beginning, they said this race couldn't be done, but they've been doing it yearly for 10 years now and it keeps going strong. This is not a race for everyone, but for those who go it is something special and they come back for more year after year.
Doublehanded Farallones	April 4	BAMA/339-1532	The most popular outside the Bay shorthanded race. Record entry is 144 and this year may surpass that. Almost always a windy, but exhilarating race around the rocks and back, just make sure your boat and rig are in tip-top condition.
Doublehanded Lightship	April 11	Paul Mazza 769-8257	A great inaugural ocean race for interested shorthanders, and a great race in itself. About half the distance of the Farallones races, this one circles the Lightbucket, the large buoy at the start of the ship channel 10 miles out.
In the Bay Race	June 20	SSS/332-5073	If you're interested in singlehanded racing, this is the race to aim for. A long race, but all within within the confines of the Bay.
LongPac	September 5	SSS/332-5073	This race, first run two years ago, has a double purpose: 1) to pit oceangoing singlehanders in one of the most challenging races of the year; and 2) to qualify interested singlehanders for the next (1988) Singlehanded TransPac. Racers race out to a certain longitude (predetermined by rating) — from 150 to 200 miles — and race back. Not for the beginner.
Vallejo 1-2	October 17-18	SSS/332-5073	One of the funniest shorthanded races, this event is for both singlehanders and doublehanders. As the name suggests, you race up to Vallejo singlehanded, pick up a second crewmember and race back doublehanded. Great for husband/wife, boy/girl teams.

awards: one from the yacht club that sponsored the last race, the season championship trophy from his class organization and the season championship from YRA.)

Throwouts are also part of almost every sailing series. They're as nifty an idea as the 3/4 point for first place. Say you've been doing great in the series, but then you go to race six shorthanded, hung over and all thumbs, and you blow the race royally. Or say it's simply your daughter's birthday and you want to stay home and help her celebrate. In most 10-race series, you can throw both those races out and not hurt your score in the overall standings. In other words, only eight of most 10-race series count. When you hear of winning boats "sitting out" the last race, it's usually because their point scores are so low they cannot be beaten. They don't need that last race. Most mortals need to race every race before they pick their throwouts. The number of throwouts varies from none in an eight or nine race series, to as many as five in a 22-race series.

Beyond registration, there are several commitments anyone who wants to race must make. One of these is financial. It doesn't cost that much to sign up (see charts), and there are no "hidden" fees to speak of, except for that handicap certificate. PHRF is \$20 for a new one; \$10 to renew. IOR certificate can run in the \$700 range to get a new custom measured. The new IMS measurement runs from about \$150 to \$500 for a first time boat, depending on type.

As far as the boat itself, racing can be as expensive or frugal a pursuit as you choose to make it. A fully race ready Islander Bahama or Bear Boat — with new sails even — can be had for \$5,000 or \$6,000. You'd be lucky to get a couple of good winches for that amount on a race-ready One-Tonner. You should also plan to put

O C E A N R A C I N G	Race/date	Course/distance	Sponsor/contact
	TransPac July 2	Los Angeles to Honolulu 2,225 miles	TransPac YC/ Jim Rogers at (213) 427-5867
	MORA Long Distance July 3	San Francisco to San Diego 440 miles	MORA/call YRA at 771-9500
	Oakland to Catalina July 6	San Francisco to Catalina Island 400 miles	Metropolitan YC/ 832-6757
	Long Beach to Cabo November 13	Long Beach to Cabo San Lucas 800 miles	Long Beach YC Roby Bessent (213) 598-9401
G R A N D	Big Boat Series September 13-19	San Francisco Bay	St. Francis YC 563-6363
	Long Beach Race Week June 4-7	Long Beach Har- bor and vicinity	Long Beach YC (213) 598-9401

OTHER STUFF

more money into repairing wear and tear than you do on a pleasure-sailed boat. Racing can be hard on gear.

Another commitment is that of responsibility, to your boat, to your crew, to other boaters. In addition to fees, handicaps and club affiliations, your boat has to meet the minimum safety requirements of the Coast Guard, the YRA or SBRA and whatever class organization you end up in. On yachts, that means the required life jackets, fire extinguishers, horseshoe lifering, anchor, *working* VHF and running lights and all the rest. Ocean racers must meet additional requirements in rig setup and gear. An engine is not necessary, but we don't leave home without one.

Finally, you must commit to time, because racing can consume vast quantities of it, especially if the bug bites. It takes time to organize the boat, call the crew, arrange substitutes, do upkeep, make sandwiches, etc., etc. Most of all it takes on the water time to be any good at the racing game. Unless you are one of the blessed, racing *will* be frustrating at first. Maybe even the whole first season. Our advice: stick to it even if you end up last or next to last every time. That's where we started out, that's where everyone starts out. But look at it this way, *somebody* has to be last and there's nowhere to go but up. If you're just starting out, make your goals simple, like just making it around the course with as few mistakes and bloodletting as possible.

Believe us, if you tough it through the hard times, the rewards are worth it. And sailing is one of the few sports where your competitors

SPECIAL EVENTS

The granddaddy of long distance yacht races, the TransPac has been going and growing since 1906. This is a biennial race held on even-numbered years only. (On odd numbered years, there are three other smaller "TransPacs": the Victoria (Canada) to Maui; the Pacific Cup (SF to Kauai) and the Singlehanded TransPac (SF to Kauai).) This year, more than 60 yachts are likely to compete in both IOR and PHRF classes.

The unofficial designation for MORA is the "Most Outrageous Racing Association," and this race is one of the reasons why. Most people who have done it, though, describe the downwind surf slide in superlatives mostly reserved for out-of-body experiences.

Due for its ninth running this year, this is the youngest of the medium distance ocean races — and the shortest. It has also become one of the most popular. In the beginning, the Oakland to Catalina was an "alternative" race for those who couldn't go to Hawaii. Now it draws entries on its own merit.

The last big ocean race of the year, also known as the "Escape from Winter" race. If all goes normally, it gets five degrees warmer every day of this five day event.

At the BBS, the parties alone are legendary. As *THE* IOR event of the year and the premier speciating event of the season, the Big Boat Series draws the *creme de la creme* of IOR boats and sailors from all up and down the west coast and as far east (last year) as Georgia. Top flight racing, partying and general debauchery.

This is Southern California's answer to the Big Boat Series. Race week pits the top IOR boats in that region (and many from San Francisco) against one another in the largest SoCal IOR event of the year.

Specialty Bay Races

This aspect of Bay racing is the hardest to keep tabs on from year to year. There are literally dozens of specialty races through the summer, and year to year, some die off while other new ones take their place. Almost every PICYA yacht club puts at least one special race on a year, and each club adds its special flare. Some of these races are serious, some are just for fun. They're all a good time.

We don't have the time or space to list all the specialty races that happen during the summer. (Besides, if we tried, we know we'd leave some one out.) So the following is a cross section of who, what, when and where they're happening — on the Bay only. We also don't have room here for the special lake races or the many activities in Santa Cruz and Monterey (although we've included some phone numbers for those places). The best way to keep tabs on all upcoming northern California racing activities is to keep an eye on our monthly *Calendar and Racing Sheet*.

Races for Specific Boats (what, for who, sponsor, when): **Champion of Champions**, 1986 ODCA champs, STFYC, 3/28-29; **Bullship Race**, El Toros across the Golden Gate, ABRA, 4/25; **Colin Archer**, double-ended cruisers, EYC, 4/18; **Hard Chine Regatta**, Stars, Snipes, etc., RYC, 5/16; **Master Mariners**, classic yachts, EYC, 5/23; **Woodie Invitational**, for wood one-designs only, STFYC, 6/6-7; **Plastic Classic**, for old fiberglass boats, BVBC, 7/25; **One Ton Pacific Basin Championships**, IOR One Tonners, STFYC, 8/24-9/9; **All Islander Regatta**, for Islander yachts of all sizes and vintages, RYC, 9/10-11.

Races for Everybody: **Wheeler Regatta**, Central Bay, BYC, 3/21; **Boreas**, SF to Moss Landing, OYC and Elkhorn YC, July 4; **Midnight Moonlight**, Bay to Vallejo and back to the Bay, SFYC, 7/11; **Silver Eagle**, Pt. Bonita, South Bay, North Bay and back home, 7/18; **Windjammers**, SF to Santa Cruz, SCYC, 9/4; **Scotts to Scotts Race**, Between the restaurants in SF and the Estuary, 9/27; **Nimitz Regatta**, BYC, 10/17; **Great Pumpkin**, Halloween costume required, RYC, 10/31.

Evening Races

These are traditional "beer can" events that take advantage of the few extra hours of daylight in the summer evenings. Racing is casual, courses are short, scoring is cumulative. The following clubs run evening races: Golden Gate, Island, Encinal, Sausalito, Sausalito Cruising Club, Corinthian and Vallejo. The Wooden Boat Racing Association also holds a Wednesday Night Series. Most of the races are on Friday nights, though Vallejo YC's also run Wednesday, and the Sausalito YC runs theirs on Tuesday. Except for WBRA, you do not have to be a member to race any of these races. Just contact the numbers listed every month (starting in April) at the end of our *Calendar* section. A great way to work up and appetite for dinner — and more racing!

Interclub Racing

In addition to everything else, most clubs run "members only" races. As such they do not usually appear in the *Latitude* Calendar section (we try to limit that to races open to most boaters). For members, however, they offer one of the best opportunities to improve racing skills, because you can often get the good sailors to go with you if they're not racing their own boats.

Other NorCal Racing

For information on Monterey Bay, call Monterey Bay Yacht Racing at (408) 356-7400. For more on Lake Tahoe sailing, call the Tahoe YC's John Utter at (702) 786-2255 or (702) 826-2319.

will be as happy with your progress as you are.

You know, we never have gotten very far with figuring out life and love. But that's okay. When either one of them bugs us too much, we just turn to something that does make sense, like sailing. And if you want to get good at *that* game, if you want to learn how to get the absolute most out of any boat — are you cruisers listening? — there is no better place to do it than organized racing.

— latitude 38 — jr

MAX EBB ON THE

I generally make an effort to steer well clear of local politics. But when my own yacht club's lease with the City was up for renewal, I agreed, under pressure, to make an appearance at the Harbor Advisory Board's public hearing and put in a few good words for our worthy institution.

It didn't take long to confirm my convictions about the nature of local politics. First they tabled a motion to approve a report on the scope of the Environmental Impact Report included in the feasibility study as part of the Draft Local Area Plan Revision that dealt with the modifications to the zoning easements that would allow repairs to the breakwater. That took five minutes. Then they approved in concept the preliminary critical path schedule for the required hearing's in order to apply for matching funds to finance the planning consultant's additional expenditures incurred as part of the analysis of the inclusion of a High Occupancy Vehicle lane to the transportation plan. That took ten minutes. Then they discussed the location of some new park benches in the marina. That took an hour and fifteen minutes.

Finally it was our turn.

"The Yacht Club lease," explained the Chair of the Harbor Advisory Board, "was for a fifty year term. This is consistent with other long-term leases to businesses occupying City-owned land in the marina. The lease expires next year, and the Yacht Club and the City Finance Department have agreed on a draft wording which incorporates the anti-discrimination language and some other required provisions into the proposed new lease. You should each have gotten a copy in your packets."

The Advisory Board members shuffled through the piles of paper on the table in front of them.

"Note the increase in rent payments, and the provision for inflationary adjustments," she continued. "Also, the Yacht Club will pay a percentage of all bar receipts and banquet revenue, just like the business

city versus elsewhere, what's their median income, and how representative is the membership of the City's minority populations."

same lines, it was time for the first speaker, the Commodore of the Yacht Club.

"For nearly three generations," he began, "yachtsmen throughout the Bay Area have



Our Commodore volunteered to make that information available, although it was obvious that the numbers were not going to look good to the Board.

recognized this Yacht Club as one of the finest organizations of its kind. Practically from the day of our inception, we have supported the Pacific Inter-Club Yacht Association, the Yacht Racing Association, the U.S. Power Squadron, and the Coast Guard Auxiliary. Our members have competed successfully in some of the most prestigious events . . ."

It went downhill from there. In his blue blazer with the Club lapel patch, extolling the virtues of our yachting tradition, even I could tell how wide of the mark he was. It was not what the Harbor Advisory Board wanted to hear. Fortunately he spoke slowly, and therefore wasn't able to say too much before

Yacht clubs always tend to appear exclusive and stuffy. That's the nature of the beast.

leases. Are there any questions, before we go to the public hearing?"

"I'd like some demographic information," said one Advisory Board member. "Specifically, how many Club members live in this

"My concern is public access," said another Board member. "What does the Yacht Club do for the non-member? Do they contribute anything to the community?"

After several more statements along the

STATUS OF YACHT CLUBS

he was cut off by the three minute time limit. I was next.

"Community service is also a part of our Yacht Club's tradition," I said, realizing as I

the room. One of them filled out a speaker's card, and they took seats in the back row. Great timing. They would add credibility to my next point.



spoke that I was probably coming over just like the Commodore. I tried to loosen up. "Yacht Clubs always tend to appear exclusive and stuffy," I continued, "That's the nature of the beast. But if you look a little closer at what we do, you'll see a wide range of activities that serve all kinds of people. Our Junior Program, for example, has given many kids the opportunity to learn to sail — and I should point out that their parents do not need to be members."

As I spoke, I noticed two of my regular racing crew, college students who are also active in the University Sailing Club, enter

"And the races we sponsor," I continued, "create crewing opportunities for hundreds of sailors at all skill levels, many of whom

don't belong to yacht clubs."

They waved at me, and I nodded in acknowledgement.

"Also, our facilities provide a social environment that encourages free exchange of information, sportsmanship, and mutual support. But we're not just a social club. Walk through the bar on a summer evening, and you'll be hard pressed to find someone who wasn't out sailing on the Bay just a short time earlier."

I liked the way this sounded, so I continued in the same vein for a while, and wrapped up by reminding the Board that it was the Yacht Club that paid for the first major improvements to the small boat harbor back in the late thirties.

As I walked back from the podium, one of my crew motioned to me to sit next to them, so I joined them in the back row.

"Good speech, Max," he whispered. "But I think you missed a few very important items."

"Like what?"

"You'll see."

The next speaker was also from the Yacht Club, but he barely touched on the points that the Commodore and I had made. Instead, he concentrated on the fact that the Club facilities were made available for free to a number of non-profit organizations for meetings. Trying to read the expressions of the Advisory Board members, I thought we were making progress. Then it was my crew's turn.

"A fifty year lease renewal would be a huge mistake," he stated flatly. "Now, it's true that this club does a lot for sailing, and their Junior Program is good, but there's so much more that they could be doing."

I couldn't believe what I was hearing. Whose side was he on?

"Their idea of public contribution," he continued, "is making the club available to the Pacific Inter-Club Yacht Association for an expensive dinner meeting. That's okay, there is a 'yachting community' that deserves support. But what the real community needs is access opportunities. Opportunities for people to actually get out on the water and see what this is really all about. The Club has enormous unrealized potential in the public access area. They can serve as a fantastic gateway to the Bay for all kinds of people. Sure, the Junior Program is open to kids of

What the community needs is opportunities to get on the water and see what this is all about.

non-members, but the kids have to have their own boats! So in reality they all turn out to be rich kids anyway. And take the Yacht

MAX EBB ON THE

Club Open House they have once a year. All that means is a chance to come in and buy a drink at the bar, and see the collection of alcoholic chainsmokers that hang out in there."

Now I was getting more than a little annoyed at this public attack on my club.

A woman from the Yacht Club said "Insurance!" in a stage whisper loud enough for the whole room to hear.

"Have you ever taken a boat full of fifth graders from a lousy neighborhood out sailing on a summer morning?" The question

tastic piece of real estate practically for free, and their obligation to contribute to the quality of life in this city goes much, much further than what they do now. If the City gives them another 50-year lease, they'll just pull up the drawbridge and remain isolated and exclusive for another 50 years. The City is entitled to more than that, especially since it would be so easy to get so much more."

It was the kind of rhetoric you expect to hear at a public hearing. But from my own crew! And delivered with such emotion! We were in trouble.

"What the Advisory Board should recommend to the City Council," he said, "is a five-year term for the new lease. That way the Club will remain accountable to this Board. Then it will be very easy to make changes that will be in the best interests of both the City and the Yacht Club."

There was no applause. Not surprising, considering that the meeting was packed with yacht club members.

"What are you trying to do to us!" I whispered as soon as he was back in his seat. "Here we almost had the new lease approved, and you try to shipwreck the whole process!"

"I think I succeeded, too," he boasted.

"But without the new lease, the City is liable to do almost anything. There's even been talk of turning the site into a senior center!"

"Max, that place already is a senior center. I'm trying to help you get back on track."

"By soliciting non boat-owners as full members? That's a good way to change the place from a yacht club into a country club."

Our voices were getting louder with each exchange. After a number of piercing glances and a few "ahems", we agreed to move our conversation to the lobby.

"There's a very important reason for the boat ownership requirement," I tried to explain. "It's a filter. It ensures that all our members have a genuine interest in boating."

"It's logical, but it doesn't work! Some of the worst bar-potatoes in that club own big boats that they hardly ever set foot on. All you filter out is the people who aren't rich. And every one of the associate members I can think of — the members who don't own boats — is a very active sailor. Really, the evidence says that the ownership filter works the opposite of the way it was intended."

Latitude 38 Wants To Know:

1. Are yacht clubs elitist?
2. Do they adequately serve their function? What is their function?
3. Are yacht clubs the preserve of a previous generation and in need of new blood?
4. Should yacht clubs do a better job of 'reaching out' to the community?
5. If you belong to a yacht club, why did you join?
6. If you don't belong to a yacht club, what would induce you to join?

Please send your responses to *Latitude 38*. It's not necessary that you identify yourself.

"This yacht club has hundreds of boat-owning members. But on the busiest weekends, even the boats owned by some of the most active sailors end up sitting in their berths. The owners are all out sailing on each others' boats! The point is, the Club could accommodate a very large number of non boat-owners, possibly at reduced dues, and be a much more exciting place. As it is now, you have to own a boat to be a full member. Talk about exclusive! And as for open house . . . at the University Sailing Club we take thousands of people out for free sailboat rides every year. That's what an open house is supposed to be, and there's no reason why the Yacht Club couldn't have them. They say their membership is down — that would be the perfect way to start building it up again — and have a positive effect on the demographics imbalance at the same time. Then there are groups from city youth centers, day camps, senior centers. How often does a yacht club member take one of these groups out for a short sail? Each boat-owning member would only have to volunteer to do it once every two years, and there could be a boat trip scheduled every day of the summer . . ."

was directed squarely at the heckler who was worried about insurance. "Have you?" he pressed.

"Well, no," she finally answered. "I don't think it's a smart thing to do. Even if it turned out I was covered, if there was a claim I'd have a terrible time trying to get insurance again."

"Well, if you ever had taken a group of kids out sailing," continued the speaker, "If you had looked at their faces . . ." the room was silent for a few seconds, "then I don't think you'd be all that worried about some remote chance that your rates might go up. You're so damned afraid of losing some of your own cookies, you really don't give a shit about the rest of the world."

I looked over at the Commodore. He looked back at me as if this was all my fault somehow. I shrugged my shoulders.

"The Yacht Club is an incredible resource," he repeated. "It could open up new worlds for people who never dreamed they'd ever even set foot on a sailboat. The Club should certainly stay in the marina. But they have to realize that they're getting a fan-

STATUS OF YACHT CLUBS

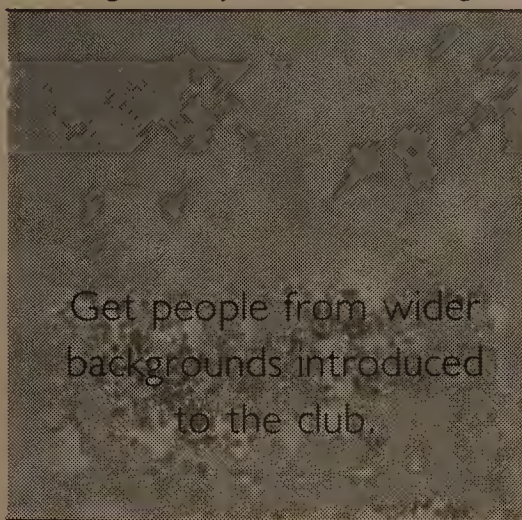
"And what's this crazy idea to take summer camp kids out sailing every day? And sailboat rides for the public at large?"

"Yacht clubs have a serious image problem, Max. Sailing is still perceived as an elitist, very expensive, and exclusive pastime. Strictly for the privileged. You and I know that is not always the case. But that's not the public perception. If you really want more members (and I know the Club needs them badly), and if you really want to do something about the disgracefully low minority representation (and I assume that's a concern also, although I could be mistaken), then you're going to have to take a little more initiative to get people from a wider range of backgrounds introduced to the Club."

"I understand what you're getting at," I said, "but I wonder if we could ever get the whole Club behind those programs."

"You'll have to, if I read the Advisory Board and the Council correctly. And it really is for your own good. I think the image

problem has more far-reaching effects than you realize, Max. Why do you think the BCDC gets away with such outrageous



stuff?"

"Because they don't know anything about boats," I said, "the same problem this Harbor Advisory Board has."

"But they know their constituency," he

countered, "and they know that it's politically okay to dump on yachties."

"I guess you have a point. But you're talking about some pretty drastic changes."

"You bet. And I ran out of time before I even got to mention sailboards."

We walked back into the hearing room, where the last speaker, another Yacht Club officer, had just finished his speech. Three dozen eyes sent icy glances at my crew, with an occasional stray shot in my direction. You could almost feel the temperature drop ten degrees. The Yacht Club contingent was very, very upset.

After another hour of debate, the Harbor Advisory Board finally passed a resolution to recommend that the City Council hold another public hearing, ask for revisions to the proposed lease, and consider a significantly shorter term. It was back to square one.

I had the feeling that I was witnessing the end of an era for my Yacht Club. But the feeling wasn't really all that bad.

— max ebb

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- 40' KNIGHTHAWK/CARNIVOROUS make a 50% offer & you will beat a donation, Cheap! CALL
- 43' ITS ANOTHER PURLA Castro Adm Cup '85 could make anyone a winner. Fractional, owner has new, was 100 lbs. Try 120 U.S.
- 41' Nelson Marek 2 to choose from, 1 wood, 1 glass from 110
- 43' ESPRIT Rodgers, Kiwi built, Opt. for L.I. Sound, light air flyer (PHRF rating of 89 won't last after 1st 10 trophies!) Cost 300+ in '83. Was Ask 129 Try 85
- 45' LIMIT UP N/M custom, SORC Boat 125
- 45' RUMORS Sailmaker owns this Frers state of art custom, yard maintained by co-owner, owners moving to 50 189
- 43' DAWN PATROL/LOCURA Ready for SORC 87, laid up since SORC 84, Was Ask 180 CALL
- 50' BORN FREE Holland 40 rater built '84, Join 50' class at 50% new cost 200
- 45' SANCTION Great '82 Jones, powerful boat, no expense spared, space frame 125
- 44' INDIGO Dubois '83 Adm. Copper 80
- 44' MARIONETTE IX 1985 Hump/Dubois Rocket-ship will be someone's big boat in 87 Adm. Cup; Why not YOU? Don't ask what it cost to build! Try 150 U.S.
- 42' MEA CULPA Frers, 3rd '83 SORC 95
- 43' STORMBIRD 1st Dyster 43, still winning 68
- 41' WOLLY JUMPER Holland Imp upgrade, Adm. Copper now in states, owner says sell or trade CALL
- 41' BLACKMAJIC Kauf Canadas Copper now PHRF winner & IMS 80

OTHERS

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- 39' PANACHE PHRF winner, Yacht Contd, varnish 87
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THE RACING

This month, we have race reports from the **Three Bridge Fiasco**, the third leg of the **BOC** and a midway report on **MEXORC**. We'll also look at the **donation of Bravura** to UC Berkeley, the new **South Bay YRA** and up-and-coming races like the **Ancient Mariners** race to Hawaii, the **Ano Nuevo**, the **Wheeler**, the **Champion of Champions** and lots more — including the latest **Midwinter Results**.

Three Bridge Fiasco

If you've never raced the Three Bridge Fiasco, you're missing one of the great tactical races of the year. On the surface, the race sounds like a big free for all: reverse handicap and round buoys by each of the Bay's three big bridges in any order you want. But for those looking for a win, there's a subtle order to the chaos. It has a lot to do with correctly reading, interpreting and predicting what the wind and current are going to do, and using them to your advantage.

According to singlehanded winner (there were divisions for both single and doublehanded) Bruce Schwab, the choice of boat has a lot to do with it, too. "Long,



Bruce Schwab

skinny and fractionally rigged — it's the perfect type of boat to do this race on," he says. Why? "You have the waterline without suffering as much from lack of ballast" as do the shorthanded more modern designs. And with the fractional rig it's easier to "change gears." This time he was talking about *Svendle*, a Carrera 38 he borrowed from his boss,

Sven Svendsen, to do the race. But he's proved the point on other boats and other races, too. As crew, he's been on the long, skinny division winner in the last two Doublehanded Farallones: Bob Becker's Concubin 38 *Mistral* in 1985, and Dave Poole's Swede 55 *Bird* in '86.

As for race conditions for the January 25 event, Bruce says the moderate southerly and big ebb (4.8 knots, peaking at 12:15) caused a lot of confusion among participants on which way to go. Bruce took *Svendle* around Crissy (the designated buoy for the Golden Gate) first, then hugged the City Front down to Pier 39, where he cut over to Treasure Island (the Bay Bridge "mark"). Then it was boogie up to Red Rock (you guessed it — the Richmond Bridge mark), and around Angel Island's Pt. Blunt to the finish off the City Front. Unlike most contestants, Bruce avoided Raccoon Strait, feeling it would be too much in the windshadow created by the southerly.

And speaking of shadows, fog hung in a thick pall over the main Bay for most of the race, necessitating compass sailing for almost everybody to find where they were going. Oh yes, and it rained off and on all day, too.

First in the Doublehanded Division was Dolores and John Robinson on their Burns 35 *Rolling Stone*. "Be sure and give her top billing for this one," John says of his wife. "She steered 100 percent of the time."

John too, says that "almost all of us underestimated the ebb," with many of the boats "sliding sideways into Treasure Island." That was his first mark, and Dolores steered way high to clear it. Then it was up to Red Rock with no problems, and over to Crissy via Raccoon Straights and the compass. By the time they started across the main Bay, the ebb was maxing out and John had Dolores steer a full 20 degrees east of the buoy. It was a good call. "When we came out of the fog we ended up right on the buoy," he says. "My wife was so enthused we've signed up to do the Doublehanded Farallones together."



SINGLEHANDED CLASS

Division I: no award, only two starters.

Division II: 1) *Svendle*, Carrera 38, Bruce Schwab; 2) *Quattro Equis*, Farr 1020, Paul Steinert.

Division III: 1) *Moody Blue*, Northcoast 10.3, Ray Hutton; 2) *Chesapeake*, Merit 25, Jim Fair.

Division IV: 1) *Impossible*, Ranger 23, Gary Kneeland; 2) *Jolene*, Alberg Windward, Michael Becker.

Overall: *Svendle*, Carrera 38, Bruce Schwab.

DOUBLEHANDED CLASS

Division I: no award, only one starter.

Division II: 1) *Rolling Stone*, Burns 35, John and Dolores Robinson; 2) *Wild Goose*, Nordic 40, Jim and Sue Corenman; 3) *Pazzo Express*, Express 37, Ed Wilson.

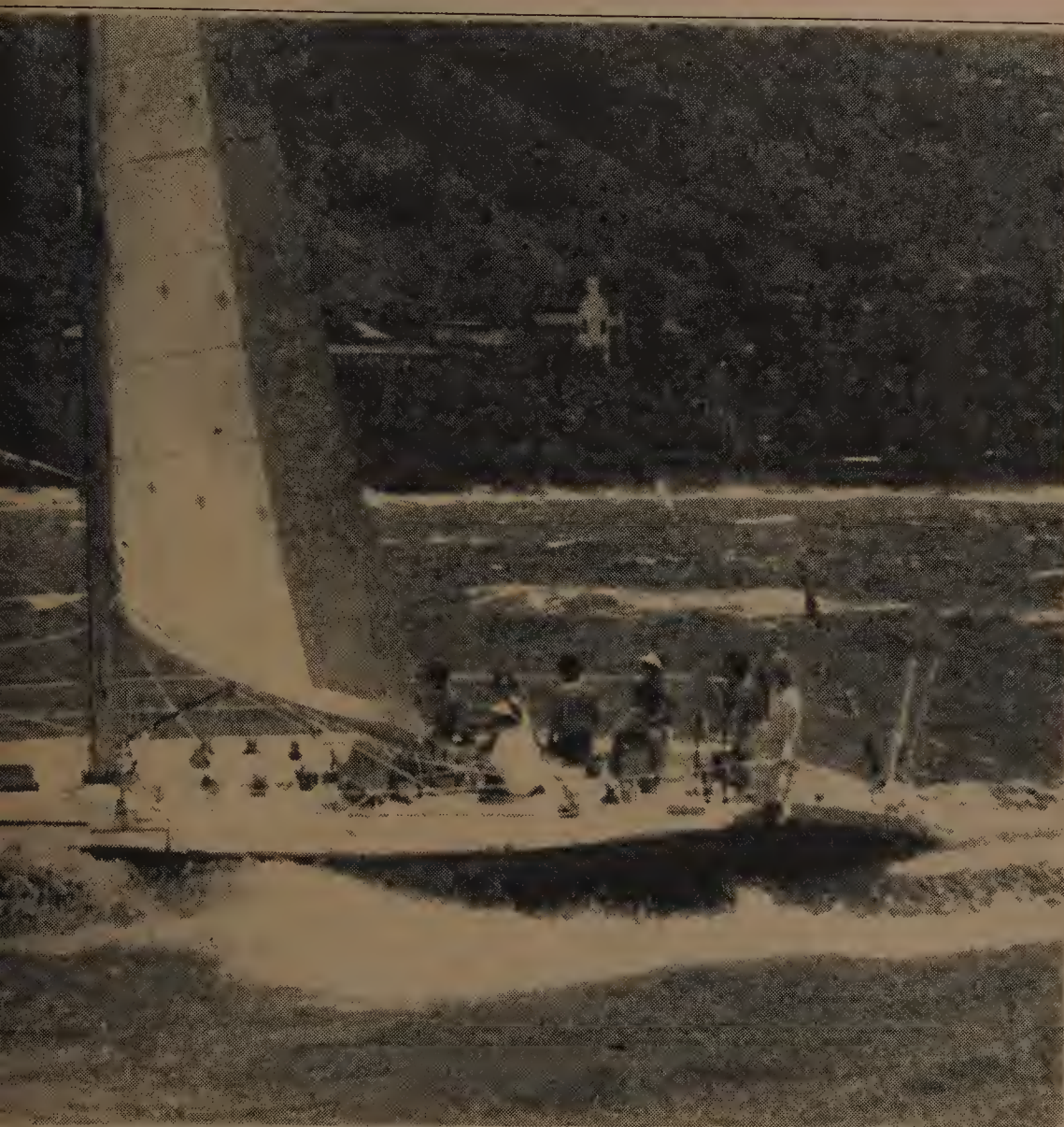
Division III: 1) *Sundance*, SC27, David Wilhite; 2) *Farr Out*, Farr 30, Katherine Kipp; 3) *Ollas*, Pearson 30, Ed Kirwin.

Division IV: 1) *Purfection*, Nonsuch 30, Ray Drew; 2) *Freja*, Folkboat, Ed Welch; 3) *Tulla*, Folkboat, Candace Loheed.

Overall: *Rolling Stone*, Burns 35, John and Dolores Robinson.

The Brass Is Always Greener

There's no arguing that the TransPac is the granddaddy of odd-year Hawaii races. But a "burgeoning offspring" is the San Diego



SHIMON VAN COLLIE

'Bravura' headed toward her overall win in the 1983 TransPac.

to Maui race co-sponsored by that harbor's Ancient Mariners Sailing Society and Maui's Lahaina YC. A couple of special notes mark this year's festivities. First, this fifth running of the biennial race for vintage yachts is dedicated to the memories of Sterling Hayden, Bob Sloan and Eric Hiscock, three of the great bluewater men who "sailed on" in 1986. Second, a special invitation has been extended to members of the Bay Area's Master Mariners Benevolent Association to participate. Although MMBA members have taken part in the past, participation has dropped off in recent years.

The race gets underway at noon on June 20. All vintage yachts are welcome and encouraged to participate. "The high-tech corporation-backed boats have had their day (and deservedly so) in Perth," writes Marcus De Chevrier, race chairman of the Lahaina YC. "Now it's time for the voyagers and vagabonds of the sea to bring out the

graceful windwagons and return to a more corinthian spirit of traditional sailing competition. It's a good chance to let the brass get a little greener without feeling guilty."

Speaking of the spirit of competition, "I think it's about time a San Francisco boat won this race," says Master Mariner race chairman Diane Brendan. She notes that several classic yachts are coming down from Seattle to participate, but so far, no Master Mariners have taken up the gauntlet.

It's not because none of the boats are competitive. It was a slightly different route and destination, but Master Mariner Chuck Levdar nearly swept his division in last year's Pacific Cup (SF to Kauai) in *Contenta*, a Lapworth 40. While everyone else was down to fighting trim, Chuck loaded *Contenta* up with all the food and amenities — "This is a vacation for me" — and still took third in class. After 11 days and 2,300 miles, he was only 11 minutes away from first place.

The record for the Ancient Mariners race is 13 days, 5 hours, 43 minutes, set by the

San Diego-based schooner *Rose of Sharon*. Are there any San Francisco boats up to the task of beating it?

For more on the race, contact AMSS race chairman Lonnie Lynch at (619) 226-5102.

Bravura Takes A Bow

Ever since her launch in November, 1980, Irv Loube's *Bravura* has been a class act in IOR racing. The sleek, "California Blue" Frers 46 came out of the blocks her first year to take class honors in both the 1981 TransPac and 1981 SORC. To prove it was no fluke, she came back to take division wins in 1982 at Clipper Cup, Big Boat Series, Ano Nuevo Race and Sauza Cup. In between wins in subsequent years, including her fantastic first overall at the '83 TransPac, *Bravura's* rating was grandfathered (meaning the design was given a rating break), which infused new life into the boat.

But Irv had also found new life in IOR's burgeoning One-Ton class, and over the last couple years, he's devoted most of his sailing energy to putting his Beneteau 40, *Coyote* in that winner's circle. Last year, he decided to donate *Bravura* to his alma mater, the University of California at Berkeley.

Officially, the donation took place December 6, but it was on February 14 that Shirley Loube, Irv's wife, broke the bottle of champagne over the boat's bow for the second time. This christening, the boat was named *Golden Bear*. Music was provided by Berkeley's Straw Hat Band and, as you can see, Irv couldn't help joining in.

From here, the University's Glen Grant says there are several possibilities for *Brav...er*, sorry . . . *Golden Bear*. She may be used by the sailing team, she may be used for special entertaining or she may be used for the recreational program — basically, taking people for rides. Eventually, she will be sold. A low-grade rumor has been making the rounds that she might do TransPac again if the money can be raised. However, Grant's comment that "if we decide to campaign the boat, insurance will be a major problem" seems to quash the possibility of such a storybook ending.

Irv, meanwhile, will continue to campaign *Coyote* at least through 1987. He won the One Ton North Americans on the Bay last year and will try to repeat the performance at the One Ton Pacific Basin Championships

THE RACING

here in late August. He's also going to keep his eyes open for the designs with potential there and at the Worlds in Kiel. "Hopefully, we'll have a new boat for the 1988 Worlds," he says. (That competition will also be held here on the Bay.) If it all comes together, we'll see an old familiar name on that new face, says Irv. "The new boat will be named *Bravura*."

went awash. Now it's the next to last race for the championship of the season, my crew is inexperienced and I feel awful. The first thing I said to this guy after five years was, 'Get the inspection ports in and the mast up.'

"Despite his lack of experience, we had a pretty good start. We were halfway up the weather leg when he turns to me and says, 'So what's the difference between a

facts and figures about the pursuit of the Auld Mug over the years. To see how expert you've really become, try our official America's Cup Trivia Quiz. Answers are at the end of *The Racing Sheet*.

1. What year did an Australian boat first make it to the finals?

2. Alan Bond mounted three consecutive challenges for the Cup before winning in 1983. Who holds the distinction of mounting the most unsuccessful challenges, and how many times did he try?

3. The America's Cup is widely touted as the "oldest sporting event," dating back to 1851. But it is not the oldest *continuous* sporting event. What is?

4. The 1987 win marks Dennis Conner's third consecutive America's Cup as skipper, and his second win. Who has him beat?

5. What is the largest yacht ever to race for the Cup?

6. The largest sail ever made flew from which Cup defender?

7. Who is, or was, Bob Miller and what is his claim to fame?

8. How many America's Cups have been raced in 12 Meters?

9. In about 3/4 of the Cup bouts, the challenger has not won a single race. Only two challenges have run the full gamut of races before a winner was decided. *Australia II*'s victory in 1983 was one. Name the other.

10. Before 1987, when was the last shutout — the last time the challenger won no races? (for extra credit, name the skipper and boats)

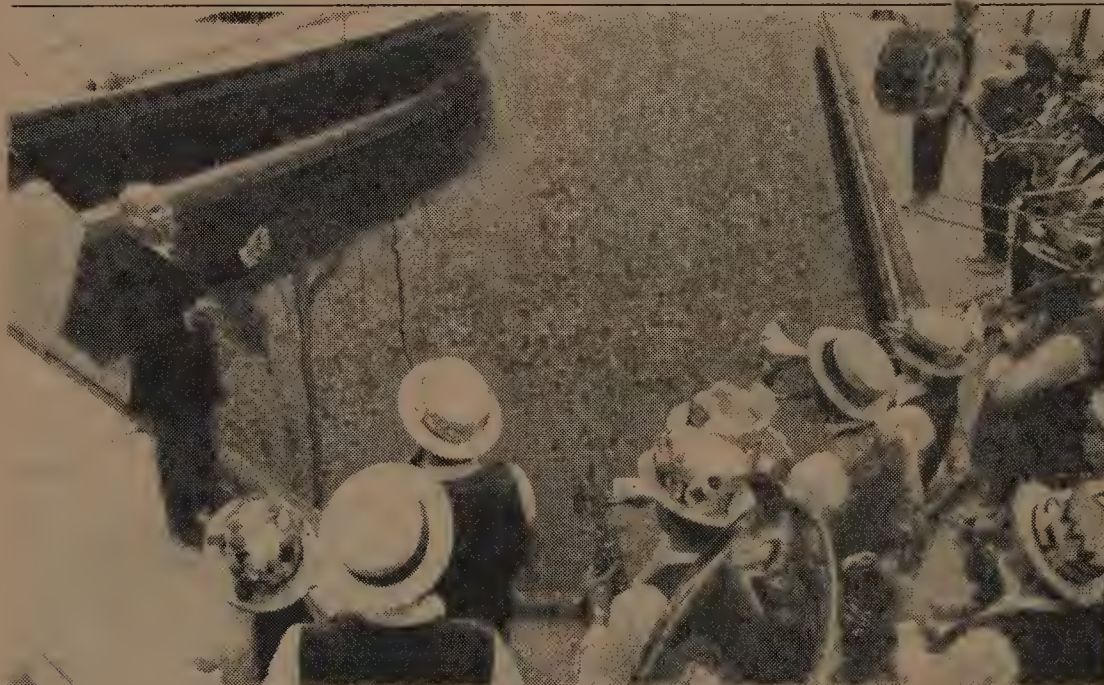
11. Has a non-commonwealth country ever challenged for the Cup?

12. How many "Hundred Guinea Cups" actually exist?

Upcoming Races

Spring is in the air and race announcements are in the mail. Seems like just yesterday we were looking for races to report on, now there are so many coming up in the next couple of months, we may sue for mental anguish. Here's a brief look at the more notable among them.

Ano Nuevo (March 14) — For many, the annual Ano Nuevo race heralds in the new season of racing in Northern California. And if this year's 80-miler from Monterey to the Ano Nuevo ("new year" en espanol) buoy and back is anything like last year's, it will be



A Sailing Affair

Irv Loube leads Berkeley's Straw Hat Band at 'Bravura/Golden Bear's rechristening.

schooner and sloop?" I said, 'Victor, I'll tell you later.' "

This story has a happy ending; several, in fact. Victor and Barbara did well in the race, and Barbara went on to win the season. Though not romantically involved again, they are happy to once more be friends. And, despite some grumbling and confusion on Vic's part during the remainder of the race, he really enjoyed himself. In fact, he has since become a familiar face on different boats in the fleet, and is looking to buy one of his own to race next season!

America's Cup Trivia Quiz

So you've watched ESPN faithfully these past four months and you think you know all about the America's Cup, eh? Well, we've been doing a good bit of background research ourselves and have come up with a whole bevy of interesting, if a bit obscure,

When you're in the hunt for a season championship, almost anything short of nuclear holocaust takes a back seat. FJ sailor Barbara Criswell was in such a position when, a week before the next to last race, she got a call from Victor.

"Victor was an old boyfriend I hadn't seen in five years. He explained that he'd recently been divorced and asked to see me that weekend. I said I couldn't. I had a sailboat race."

On Friday, Barbara's scheduled crew cancelled. The notice was too short for substitutes. On top of everything else, she was coming down with the flu. Like we said, though, crew cancellations and mere disease are only minor inconveniences to a true follower. As you may have guessed by now, she called Vic. Sure, he said, he'd be more than happy to crew for her.

"The last time I'd sailed with Victor — which was the last time he sailed, period — I'd left the stern plug out of a Laser and it



LATITUDE 38/JOHN R

'Northern Light', a Santana 35, takes the J/29 'Pinstripe' up during the Metro/Berkeley Midwinters.

a baptism by fire. In 1986, competitors were pelted by rain, hail, spray and 30-knot winds as they dashed through 14-ft seas. Don Campion's venerable *Merlin* emerged from the carnage with yet another new record to her credit: 7½ hours. Ironically, she crossed the finish line in flat seas and about 5 knots of breeze. For more on the Ano Nuevo, call the sponsoring Monterey Peninsula YC at (408) 372-9686.

Wheeler Regatta (March 21-22) — The Berkeley YC organizers of this 15th Annual Wheeler Regatta want to make sure everybody knows that this year's event will be held in deep water — i.e., the Central Bay — not the Berkeley Circle. There will be both IOR and PHRF divisions, and a separate start for non-spinnaker boats. Bobbi Tosse can tell you more at 939-9885.

Singlehanded Farallones (March 28) — An enduring endurance race for singlehanders. There's never a huge fleet for this race, but in the guts and talent category, it scores right near the top. Not for the faint of heart or the weak of boat. For more, talk to Shama Kota at 332-5073.

Champion of Champions (March 28-29) — The top boats from each of the 1986 One-Design (ODCA) classes go head to head to see who's gotten the most out of practice over the winter. PHRF ratings are used. The St. Francis hosts and can tell you more at 563-6363.

Doublehanded Farallones (April 4) — One hundred forty-four boats entered this race last year, and at least that many are expected this year. It's hoped the entry of four MacGregor 65s may lure *Merlin* back into the field. The Bill Lee 67 won the inaugural race in 1979. The record for the 60 miles is

currently held by Joe Therriault's trimaran *Sundowner*, with Stu Kett's Santa Cruz 50 2½ minutes behind. Bama (Bay Area Multihull Association) is the sponsor; Don Sandstrom is the man in charge. He's at 339-1352.

Doublehanded Lightship — This race is about half the distance of the Doublehanded Farallones, yet attracts nearly as many entries, almost 100 last year. This race appeals on many levels, not the least of which is its less threatening distance to beginning short-handers, and the fact that a portion of the entry fee goes to United Cerebral Palsy. Island YC sponsors. For more, talk to the man who created the race, Paul Mazza at 934-5197 or 769-8257.

A New YRA?

We knew this would happen. Just as we were laying down the final pieces of our "Guide to Understanding Racing" elsewhere in this issue, we found out about SBYRA. The South Bay Yacht Racing Association is exactly what its name implies: a new association formed by South Bay clubs to provide racing to those who prefer less congestion and less travel time than they have to contend with to race the Main Bay. Primary courses will be around and out of the Coyote Pt., San Leandro, Sequoia and Spinnaker yacht clubs. Since the main YRA has not scheduled any South Bay courses this year, SBYRA sounds to us like an organization whose time has come. If you're interested in racing the large, windy and mostly race-virgin territory south of the Bay Bridge, put in a call to Matt Soderer at 366-2887 or Ed Rank at 462-6315.

Newport to Cabo

The March 14 Newport to Cabo San Lucas race is ready to roll. As we go to press, the 36 boats listed here have paid their fees, making this the largest gathering of IOR ocean racers in one place in recent years.

Notable among the entries are Roy Disney's Nelson/Marek 70, *Pyewacket*. This boat has been entered in about the last three Mexico races, but hasn't gotten done in time. We have in on good authority that the third time is a charm and the boat will break her maiden this time around.

She'll have some tough competition from

THE RACING

the maxi-sleds *Drumbeat*, *Kathmandu*, *Swiftsure III* and *Hotel California*, to name a few — not to mention the old war horse herself, Pat Farrah's *Ragtime*.

Northern California boats in attendance include Chuck Jacobsen's SC50 *Allure*, a couple of Express 37s, Larry Doane's *Morningstar* and Jim Svetich's *One-Eyed Jack*; and a couple of Swans, Peter Noonan's *Gusto*, and Jim Diepenbrock's *Troubador*.

Flash! At the very moment this was being written up, the 11th hour of the issue as it were, two more confirmed entries were called in. They are *Jumpin' Jack Flash*, the

BOC Update

Icebergs, a dismasting and a grounding dogged BOC Challenge sailors as they headed for Cape Horn and Rio de Janeiro in the third leg of the marathon round-the-world race.

The oldest skipper in the fleet, Harry Mitchell of Great Britain, retired from the race February 6 after his 41-foot *Double Cross* ran aground in New Zealand.

Mitchell had put in to fix his automatic steering equipment. *Double Cross* dragged anchor during the night while Mitchell was waiting to enter Bluff Harbor on the southern

CABO RACE ENTRIES

Boat Name	Type	Owner/Skipper	Yacht Club
1. <i>Allure</i>	SC50	Charles Jacobsen	Monterey Peninsula
2. <i>Amante</i>	Choate 48	Mel Richley	Balboa/Lido
3. <i>Apogee</i>	Peterson 39	Milt & Marty Vogel	Long Beach
4. <i>Ariel</i>	Tradewind 40	Dr. Hugh McIntyre	California
5. <i>Black Silver</i>	Custom 58	Steve Steiner	Long Beach
6. <i>Brenda</i>	Nordic 40	John Polskamp, MD	Anacapa
7. <i>Cadenza</i>	Peterson 45	Carl Eichenlaub	San Diego
8. <i>Cursor</i>	Wylie 38	Jeff Farwell	Newport Harbor
9. <i>Cygnat</i>	Swan 391	Louis Freeman, MD	Ventura
10. <i>Drumbeat</i>	N/M68	Don Ayres, Jr.	Newport Harbor
11. <i>Eclipse</i>	N/M 43	W. Bannasch/L. Crouch	San Diego
12. <i>Free Enterprise</i>	Andrews 42	Richard Ettinger	Newport Harbor
13. <i>Gusto</i>	Swan 441	Peter Noonan	St. Francis
14. <i>Hotel California</i>	SC70	John Wintersteen	California
15. <i>Kathmandu</i>	SC70	Reggie Cole	San Diego
16. <i>La Gitana</i>	Carter 62	Matt Lerner	Long Beach
17. <i>Lone Star</i>	N/M 55	Burton Benjamin	Southwestern
18. <i>Mongoose</i>	SC50	Stuart Seiff	California
19. <i>Morningstar</i>	Express 37	Laurence Doane	St. Francis
20. <i>Murphy's Law</i>	Choate 44	Mike Campbell	Long Beach
21. <i>Nalu</i>	Swan 44	Peter Grant	Newport Harbor
22. <i>North Bay</i>	Cal 40 (modified)	Neil McConaghy/J. Miller	Tacoma
23. <i>Aleta</i>	Peterson 46	Warren Hancock	Newport Harbor
24. <i>One Eyed Jack</i>	Express 37	Jim Svetich	Monterey Peninsula
25. <i>Passion 2</i>	Peter Tong	Brian One Ton	Long Beach
26. <i>Pyewacket</i>	N/M 70	Roy Disney	California
27. <i>Ragtime</i>	Spencer 62	Pat Farrah	Long Beach
28. <i>Roller</i>	Andrews 42	Steve Franta	Balboa
29. <i>Sea Star</i>	Swan 42	James Camp	Newport Harbor
30. <i>The Shadow</i>	Soverel 55	Marda Renstad/Frank Kline	Seattle
31. <i>Silberrad</i>	Islander 40	James Brown	San Diego
32. <i>Swiftsure III</i>	N/M 68	Kenneth Ott, MD	San Diego
33. <i>Tigress</i>	Swan 76	James Warmington	Newport Harbor
34. <i>Toboggan</i>	Swan 42	Paul Queyreil	Voyagers
35. <i>Travieso</i>	N/M 44	Ron Kuntz	Oceanside
36. <i>Troubador</i>	Swan 46	R. James Diepenbrock	Corinthian

Davidson 50 owned by Seattle's Steve Cray; and John Scripp's monster ketch *Miramar*.

We'll have a report on how they all did in the next issue. For now, we'll just leave racers with this thought: Go get 'em, guys!

tip of South Island. Farmers dug a trench in the sand to help refloat the boat, but the rudder was damaged. Mitchell said his withdrawal was "a matter of seamanship". By the time he could have fixed the rudder he would have been more than 2,000 miles



If midwinter races don't always have a lot of wind, at least they're often sunny.

behind the rest of the fleet.

As the oldest skipper in the race was dropping out, the youngest, Canadian John Hughes, 26, was being dismasted. His 41-foot *Joseph Young* lost its stick about 1,500 nautical miles from New Zealand and more than 3,000 miles from South America. At last word he had rigged a sail on two spinaker poles and was on his way to Chile.

Two Frenchmen led with less than 35 miles between them as the fleet of 18 boats rounded the Cape. Phillipe Jeantot, sailing *Credit Agricole II*, was the first around, with Titouan Lamazou in *Ecureuil D'Aquitaine* close behind.

Racers spotted several icebergs after weather conditions forced the fleet south into the mid-50-degree Latitude range.

The first finishers should arrive in Rio during the first few days of March, right in the middle of carnival time. The final leg of the race, from Rio to Newport, is scheduled to start April 11.

Old Problem, New Solution

In an effort to reduce the number of bumps and crunches between boats jockeying to start, the Island YC has done two



LATITUDE 38/SARAH

MEXORC

As we go to press, MEXORC (Mexican Ocean Racing Circuit) is about halfway through. It started February 19 and runs through the 27th. Attendance is the lowest it's been in recent years, probably because of the Puerto Vallarta Race. Puerto Vallarta is a feeder into MEXORC and not that many IOR boats went to PV this year. There are only 11 boats out racing around the Mexican sunshine this year, but that hasn't dimmed the spirits, the competition or the craziness of this biggest South of the Border event of the year.

"The hardest part so far has been trying to maintain the party pace," says Rob Moore. "There's a cocktail party virtually every night!" Another danger comes from the parasailing maniacs who infest the starting area. One came a little too close one day, clipping *Sorcery's* masthead instruments just before the start.

As always, the racing was as warm and hospitable as the Mexican hosts. And exciting, too. *Blondie* finished a 15-mile triangle only 6 feet in front of *Sorcery* in 10-knot breezes. Northern California's *Blade Runner* won overall. A highlight of the racing so far has been the totally naked woman crewmember aboard *Cheetah*. Talk about

things. At its Friday night races, it has restricted the area 100 feet directly behind the starting line to boats that are starting in less than five minutes. The second preventive (preservation?) measure is two seminars covering the basic right of way rules and who

has the right of way at marks and obstructions. These seminars are April 8 and 22 at the Island YC clubhouse and are open to anyone willing to pay \$5 to get in. Steve Betts can give you more information at 793-0643.

FEBRUARY MIDWINTER RESULTS

Golden Gate YC

The closer we get to summer, the more normal the wind behaves. At least that's how it was for the last of the Golden Gate YC's midwinter races on February 1. Though skies were gray and rain threatened, the steady 10 to 15 from the right direction — northwest — got the boats around the course in tidy fashion and with minimum problems. These and other midwinter results published this month are for the fourth race only. We'll have overall results for all the Midwinters next month.

IOR I — 1) *Coyote*, Beneteau 1-ton, Irv Loube; 2) *Skedaddle*, Reichel/Pugh 40, Lee Otterson/Ray Pingree; 3) *Leading Lady*, Peterson 40, Bob Klein.

IOR II — 1) *Yucca*, 8-Meter, Hank Eason; 2) *Analise*, Wylie 34, Paul Altman; 3) *Wildfire*, modified Ranger 37, John Clauser.

PHRF I — 1) *Still Smokin'*, J/35, Don Trask; 2) *Windstar*, Worth 40, Nick Hansen; 3) *Lois Lane*, Wylie custom, Bill Erkelins.

PHRF II — 1) *Absolute 80*, Wylie 33, Keith MacBeth; 2) *Power Play*, J/29, Peter Cunningham; 3) *Gratia*, Catalina 38, Duane Junkin.

PHRF III — 1) *Hot Flash*, SO27, Bren Meyer; 2) *Sundance*, SC27, Rob Moore; 3) *Lipstick*, Express 27, Peter Lane.

PHRF IV — 1) *Salsa*, J/24, Phil Meyers; 2) *Magic Jammies*, Wavelength 24, Charles Witcher/Nick Rau; 2) *High Frequency*, Wavelength 24, Craig Bell/Roger Merle.

PHRF V — 1) *Snow Goose*, Santana 30, Ted Meltson; 2) *Current Asset*, Islander 30, John Bowen;

3) 20/20, Cal 29, Phil Gardner.

PHRF VI — 1) *Crazy Jane*, Thunderbird, Doug Carroll; 2) *Freyja*, Catalina 27, Ray Nelson; 2) *Catalyst*, Catalina 27, Ed Durbin.

PHRF VII — 1) *Shazam!*, Santana 22, Bud Sandkulla; 2) *Inshallah*, Santana 22, (no name given); 3) *Caliban*, Cal 20, David Green.

EXPRESS 37 — 1) *Morningstar*, Larry Doane; 2) *Mainframe*, Baldwin/Sapers; 3) *Re-Quest*, Glen Isaacson.

KNARR — 1) *Peer Gynt*, Jim Skaar; 2) *Red Witch*, Craig McCabe; 3) *Lord Nelson*, John Jenkins.

TARTAN TEN — 1) *Waverunner*, Krawlec/Camp-

bell; 2) *Wizz Lass*, Len Jackson; 3) *Abba Zaba*, Matt Copenhagen.

Metropolitan/Berkeley Midwinters

Winds were light at the start of both the February 7 and 8 races in this last of the Metro/Berkeley Midwinter races. But they filled in just like they're supposed to by afternoon, to a comfortable 15-ish. On Saturday, the first to start the Olson 30 class got a general recall that only about half the fleet heard. As a result, some boats were disqualified. Otherwise, things went off as planned.

Our last outing of the winter showed the incredible learning curve at work. We took fifth.

SATURDAY, 2/7

DIVISION I — 1) *F.A.D.*, Olson 29, George Olson/Chip Bem; 2) *Sparky*, Mull/Donovan 30, Bill McCluen; 3) *Molto Vivace*, Capri 30, John Helmer.

DIVISION II — 1) *Absolute 80*, Wylie 33, Keith

THE RACING

psyching out the competition!

MEXORO Boats		
Boat	Type	Skipper
<i>Blondie</i>	SC70	Pat Farrah
<i>Sorcery</i>	Mull 82	Jake Wood
<i>Kathmandu</i>	SC70	John Landon
<i>Citius</i>	SC70	Del Rey Syndicate
<i>Cheetah</i>	Peterson 66	Art & Libbie Kamisiugi
<i>Blade Runner</i>	R/P 47	Bill Twist
<i>Electa*</i>	N/M 40	Jorge Escalante
<i>Sirius*</i>	N/M 40	Bob Higgins
<i>Saeta*</i>	N/M 41	Rogelio Partida
<i>Sidewinder*</i>	R/P 43	Chato Saenz
<i>Peit Hein*</i>	Peterson 40	Roberto Vulling

*Mexican entries

Race Notes

On January 7, the executive committee of the International Yacht Racing Union unanimously selected the **International Division II Sailboard** designed by Georg Lechner as the official sailboard of the 1988 Olympic Games. Lechner's company, based in Austria, will be the sole supplier of the sailboards.

North Sails has named **Tom Whidden** as the sailmaker's new president. Whidden, tactician and reserve helmsman aboard the 12-Meter *Stars and Stripes*, replaces Terry Kohler. Fifteen years ago, Whidden co-founded Sobstad Sails.

Olympic-class boats will begin critical tune-up racing for the '88 games at the April 3-5 **Olympic and Pan American Classes Regatta** at the Long Beach YC, the same water where the '84 Olympics were held. Those classes, in case you've forgotten, are the 470 (men and women), Finn, Flying Dutchman, Toronado catamaran, Soling, Star, and Sailboard. Pan American fleets will include Snipe, Laser and Lightning. Co-hosting with LBYC are the Seal Beach YC and Shorline YC. Ken Weiss at (213) 434-9955 has more information.

Windsurfer Fleet 18 — the boardsailing organization for San Francisco and the Peninsula — wants all interested parties to know they have a full schedule of events planned for the coming summer, including evening and Saturday triangle racing for experienced and novice fleets, and District



FEBRUARY MIDWINTER RESULTS — CONT'D

MacBeth; 2) Swell Dancer, Santana 35, Jim Graham; 2) Wide Load, Santana 35, Sam Bonavich.

DIVISION III — 1) Mesmerize, C&C 35, Todd Lee; 2) Wave Train, Olson 911S, Rick Caskey; 3) Bloody Mary, Santa Cruz 27, Franz Klitzka.

DIVISION IV — 1) Chesapeake, Merit 25, Jim Fair; 2) Mr. McGregor, Wylie Wabbit, Melinda and John Gruen; 3) Peppermint Patty, Merit 25, Dennis Fritts.

DIVISION V — 1) Araminta, Herreschoff 33, Emily Hogan; 2) Roulette, Ranger 28, Jerry Ingalls; 3) Grand Slam, Cal 29, Fred Minning.

DIVISION VI — 1) Rainshadow, Cal 25, Brian Battuello; 2) Roxanne, Santana 22, Susan Hay/Mike Bruno; 3) Cinnabar, Cal 25, Ed Shirk.

CAL 2-27 — 1) Party Line, Nick Barnhill/Art Graham; 2) Zephyr, Bruce Nesbit; 3) Wanika, Steve Wilson.

EXPRESS 27 — 1) Leon Russell, Russ Johnson/Leon Daniels; 2) Frog in French, Kame Richards; 3) New Wave, Hill Blackett.

J/24 — 1) Alabama Getaway, Hugh Martin/Chris Moeller; 2) In Search of Excellence, Bob Molinari/Bob Conner; 3) Snow Job, Bob Richards.

J/29 — 1) Violation, Noel Rodes; 2) Potsticker, Kirk Denebeim; 3) Advantage II, Pat Benedict.

NEWPORT 30 — 1) Topgallant, Frank Hinman; 2) Cygnet, Nick Abitsch; 3) Talisman II, Jack Johnson.

OLSON 25 — 1) Fastlane, Norman Williams; 2) Pearl, Bill Riley; 3) Vivace, Bill Reiss.

OLSON 30 — 1) Saint Anne, Dick Heckman; 2) Vorticity, Jeff Gething; 3) Think Fast!, Al Holt.

RANGER 23 — 1) Snow Storm, George Morris; 2) Smokey, John Nelson; 3) Banjo, Hester Burn-Callander.

SANTANA 22 — 1) Buffalo Honey, Lou Fields; 2) Hot Raddered Bum, Eric Fieberling; 3) Esea Rider, Joe Schmidt.

SUNDAY, 2/8

DIVISION A — 1) Think Fast!, Olson 30, Al Holt; 2) Good and Plenty, Soverel 33, Seth Neiman; 3) Surf City, Hobie 33, John Walker.

DIVISION B — 1) Dance Away, Santana 35, Robert Bloom; 2) Smokin' J, J/29, Don Trask; 3) Magic, Wylie 34, Gregory/Krag.

DIVISION C — 1) Wave Train, Olson 911S, Rick Caskey; 2) Waverunner, Tartan Ten, Krawiec/Campbell; 3) Peppermint, Santana 30/30, Larry Calhoun.

DIVISION D — 1) Zotti, Choate 27, Robert Rubes; 2) Loose, custom, Jerry Fisher; 3) Savoy Truffle, Custom 1/2-Ton, Peggy Hickman.

DIVISION E — 1) Hurrah, Yankee 30, John Wright; 2) Grand Slam, Cal 29, Fred Minning; 3) Blackhawk, CS 30, Art Ball.

DIVISION F — 1) Con Carino, Cal 2-27, Gary Albright; 2) Rainshadow, Cal 25, Brian Battuello; 3) III Sheets, Sprinta Sport/Tony Soter.

EXPRESS 27 — 1) New Wave, Hill Blackett; 2) Summer Palace, Bren Meyer; 3) Lipstick, Chris and Gey Huff.

INTERNATIONAL FOLKBOAT — 1) Poem, Julio Magri; 2) Elska, Lesta Nadel; 3) Xanadu, Tom Federico.

ISLANDER 30 — 1) Antares, Larry Telford; 2) Current Asset, John Bowen; 3) Wildwind Doug McVae.

ISLANDER 36 — 1) Wild Onion, Alan Schumann; 2) Prima Donna, Eric Warner; 3) Tom Cat, Allan and Candy Sebastiani.

J/24 — 1) Aquavit, Alexander/Seidel; 2) Hard-tack, C.E. Allan; 3) Phantom, John Gulliford.

SANTANA 22 — 1) Limestone Cowboy, Brett Leach; 2) Bantana, Lloyd Banta; 3) Rude Boys, Frank Healy.

WYLIE WABBIT — 1) Madhatter, Colin Moore; 2) Ricochet, Gene Harris; 3) Mr. McGregor, Kim Desenberg.

SCC Midwinters

The predicted storm didn't come through, but the wind did shift to the north, resulting in a spinnaker start in Race Four February 7 of the Sausalito Cruising Club's midwinter series.

With the Yellow Bluff buoy missing — again — half the race committee's courses were impossible, so the course posted was from Ft. Mason to Crissy to finish. The downwind start faked everybody out and



LATITUDE 38/JOHN R

nobody set their chutes until they were well over the line

Division I — 1) Ringmaster, Express 37, Leigh Britz; 2) Power Play, J-29, Peter Cunningham; 3) Outrageous, C&C 34, Bartz Snelder.

Division II — 1) Roquefort, Newport 30II, Bob Marshall; 2) Starkite, Catalina 30, Brian McDonough; 3) Huffin, Cal 2-27, Gerald Olson.

Division III — 1) Bombay Girl, Coronado 25, Jack Ferrari; 2) Inshallah, Santana 22, Shirley Bates; 3) Peer Gynt, Knarr, Jim Skaar.

ONE DESIGNS — Columbia Challenger 1) Shay, Rich Stuart; 2) Rurik, Norm Carter; 3) Libertine, Wayne Nyguen.

Golden Gates 1) Fledging, Mike Bonner; 2) Osprey, Peter Sears; 3) Pajarita, Bob MacDonald.

Tritons 1) My Way, Lowell Jett; 2) Skye Mist, Paul Brent; 3) Whisper, Ken Schopp.

Ranger 23 1) Masked Man, Wallace Murray; 2) Twisted, Don Weineke; 3) Shanghai Lil, Gary Weineke.

Corinthian YC

Since the second Corinthian YC Mid-winters weekend was in progress as we put this issue to bed, we were unable to get results. We'll have overall results in the April issue, we promise!

South Bay racing — good wind, flat water and now a whole new organization for boaters south of the Bay Bridge.

Regattas. For more information on any of it, call fleet secretary Laurie Mont at 824-8212.

If you would find it interesting to spend an evening with the man who's done more to change the face of yacht design than the invention of fiberglass, plan on showing up at the Sausalito YC on April 6 at 7:30. That's when **Bill Lee**, designer of the *Merlin*, *Blondie* and the Santa Cruz 50 class (among others) will review the latest technology in ocean racing yachts and anticipated TransPac entries. A \$5 donation is requested at the door. Craig Brown can tell you more at 332-3890.

It's official: the next **Whitbread Round the World Race** will stop in the U.S., Ft. Lauderdale, to be exact. It will also now have six stops instead of four, and it lost — for obvious reasons — the stopover at Cape Town, South Africa. Let's see, if our math isn't totally shot, that means two other "new" stops besides Lauderdale. Wrong. We have one other new stop: Fremantle (to keep the hotels in business until the next A-Cup). The other change is that there will be two stops in Punte Del Este, Uruguay,

which means there's a little doubling back, which adds about 5,000 miles to the race, which brings the total to 32,000 miles. The sick people who actually want to do this race start in September 1989.

The Oceanic Society, in cooperation with the Sausalito Cruising Club, is sponsoring a **USYRU Instructor Training Seminar** on March 13, 14, 15, 21 and 22 at SCC. For more information, contact OS's Jane Piereth at 441-5970.

We have a heck of a time keeping up with **John Kostecki**. Every time we turn around, the young Novato man has won another big time championship. But this time, he's topped even himself. Among his competitors at the 1987 J/24 Midwinter Championships in Miami were more than 20 collegiate all-Americans, eight college sailors-of-the-year, three Olympic medallists, two Pan-Am Gold medallists and countless world, North American, local and regional champs. Need we say that big John beat them all? His crew on *Peewee* was Vince Brun.

America's Cup Quiz — Answers

1. *Gretel*, in 1962. **2.** Sir Thomas Lipton tried and failed five times, in 1899, 1901, 1903, 1920 and 1930. **3.** The Kentucky Derby, run every year since 1875. **4.** Harold S. "Mike" Vanderbilt skippered three consecutive Cup winners, *Enterprise* (1930), *Rainbow* (1934) and *Ranger* (1937). **5.** The 1903 defender *Reliance* measured in a shade short of 143 feet. **6.** *Ranger* in 1937. The 18,000 sq. ft. spinnaker flew from a 162-ft mast. **7.** Bob Miller designed the 1974 loser, *Southern Cross*. Several years later he changed his name to Ben Lexcen and designed *Australia II*. **8.** Including the present one, nine. **9.** Sir Thomas Lipton again. His *Shamrock V* took two races to *Resolute's* three in the (then) best of five races in 1920. **10.** In 1977, Ted Turner drove *Courageous* to four straight victories over Alan Bond's *Australia*. **11.** Yes, Canada challenged in 1876 and again in 1881. **12.** History tells us five were cast, but only three are presently known. One became the America's Cup, one is owned by Ted Turner, and the other is owned by an English collector. If you want to get picky, Alan Bond's wife had a replica made to display in their house.

CHANGES

With reports this month on sinkings in the **Gulf of Tehuantepec**; the dangers of **Boca Ben**; **Iolanthe** in Spain; **Galadriel** in Panama; **Foxy Lady II** in Tonga; **Gitana** being helped in Melaque; notes on the **Cabo Net**; tips on visas from **French Polynesia**; **Insatiable** on old racers for cruising; **Nefertira** racing to Columbia; repairing **Margaret** in La Paz.

Victims of Tehuantepec:

The Catherine Ann

The Fancy

The Randy Larson

Last month we ran a *Changes* by Rich and Tamara Tate of *Oceaner* about the fierce winds and seas of the Gulf of Tehuantepec. West coast cruisers hear a lot about the dangers of Tehuantepec, but it's not just idle hype — as the survivors of several recent sailboat founderingings can attest.

Joshua and Victoria Jones, and their three daughters, Catherine, 15, Diana, 13, and Hilary, 11, were transiting the Gulf of Tehuantepec on January 22 when a Tehuantepec'er struck. After four hours of severe weather, the English family's 35-ft boat had taken on so much water it began slipping beneath the waves. The Jones family had no choice but to take to their 8-person liferaft in the middle of the night.

Their struggle for survival did not start well, as Mrs. Jones apparently dropped the kit that carried most of their survival gear, including the EPIRB. Their spirits hit a low point when shortly thereafter a wave flipped the liferaft.

But the Jones were able to right the raft, and by distributing their weight more equally were able to keep it in an upright position. Even though they'd lost their emergency supplies, young Hilary had managed to bring along some items that might sound comical, but brought the family comfort. These included her recorder flute, some books including *Lord Jim*, and two teddy bears.

The 55-year-old Jones was quick to point out that the teddy bears were much appreciated. Hugging the bears lifted everyone's spirits, and it showed that they hadn't lost everything. This may sound silly to many readers, but to people in great stress or danger, grabbing on to anything positive is of critical importance for maintaining the positive attitude necessary for survival.

Buoyed by the bears, the family began to figure out how they would get rescued. As it turned out, they had very little time to attend to such matters. For miraculously, just 15 hours later a Korean freighter spotted them

and pulled up alongside. Unfortunately, the freighter had no stairs, so they could only stand-by until the cruise ship *Canberra* arrived three hours later to save the Brits from becoming the latest victims of a Tehuantepec'er.

During a news conference on the *Canberra*, Jones said he'd like to attempt another circumnavigation after the girls completed their educations.

That was just the first incident in the Gulf of Tehuantepec. On February 8, three Southern Californians had took to their liferaft when their DownEast 38, *Fancy*, sunk from the effects of a Tehuantepec'er. They were on a passage from Costa Rica to Acapulco. The three are Fred and Pat Poor of San Pedro, and their friend Ernie Carson.

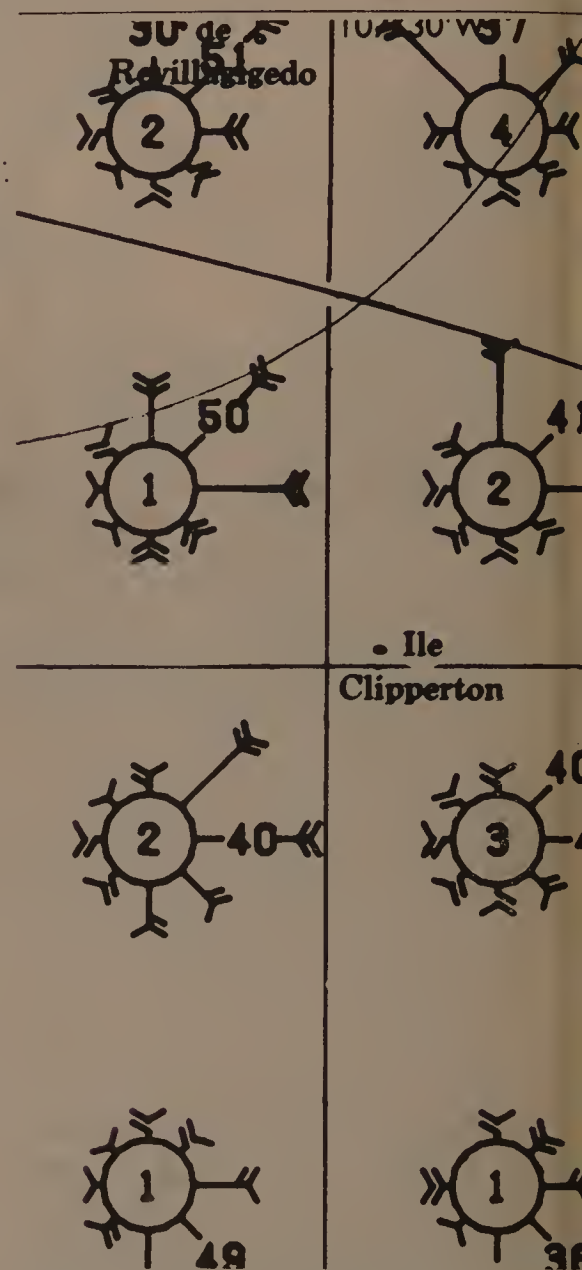
According to a telephone conversation they had with the Coast Guard, at 1000 on February 8 at 13 29N 95 30W, they were hit by "a gigantic wave that rolled the boat 360 degrees". The wave was just the last straw, as the trio had already decided to abandon their vessel.

After they boarded their liferaft, *Fancy* sank. For more than eight days they survived and rashes. Late on the eighth day, another miracle occurred. The Mexican fishing vessel, *Lupe De Mar* spotted them by chance and quickly came to their assistance. The Poor's and Carson were exceedingly lucky, for this area is not frequented by many vessels.

Like the Jones family, none of the three survivors of *Fancy* developed any serious medical problems.

A number of other vessels were reported overdue to the Coast Guard as a result of this severe gale. All were later accounted for, although one of the boats had to be listed as lost at sea. This was the *Randy Larson*, a homebuilt ferro cement boat believed to be 40 to 48-ft in length. On a trip from Costa Rica to Panama, all aboard were rescued uninjured.

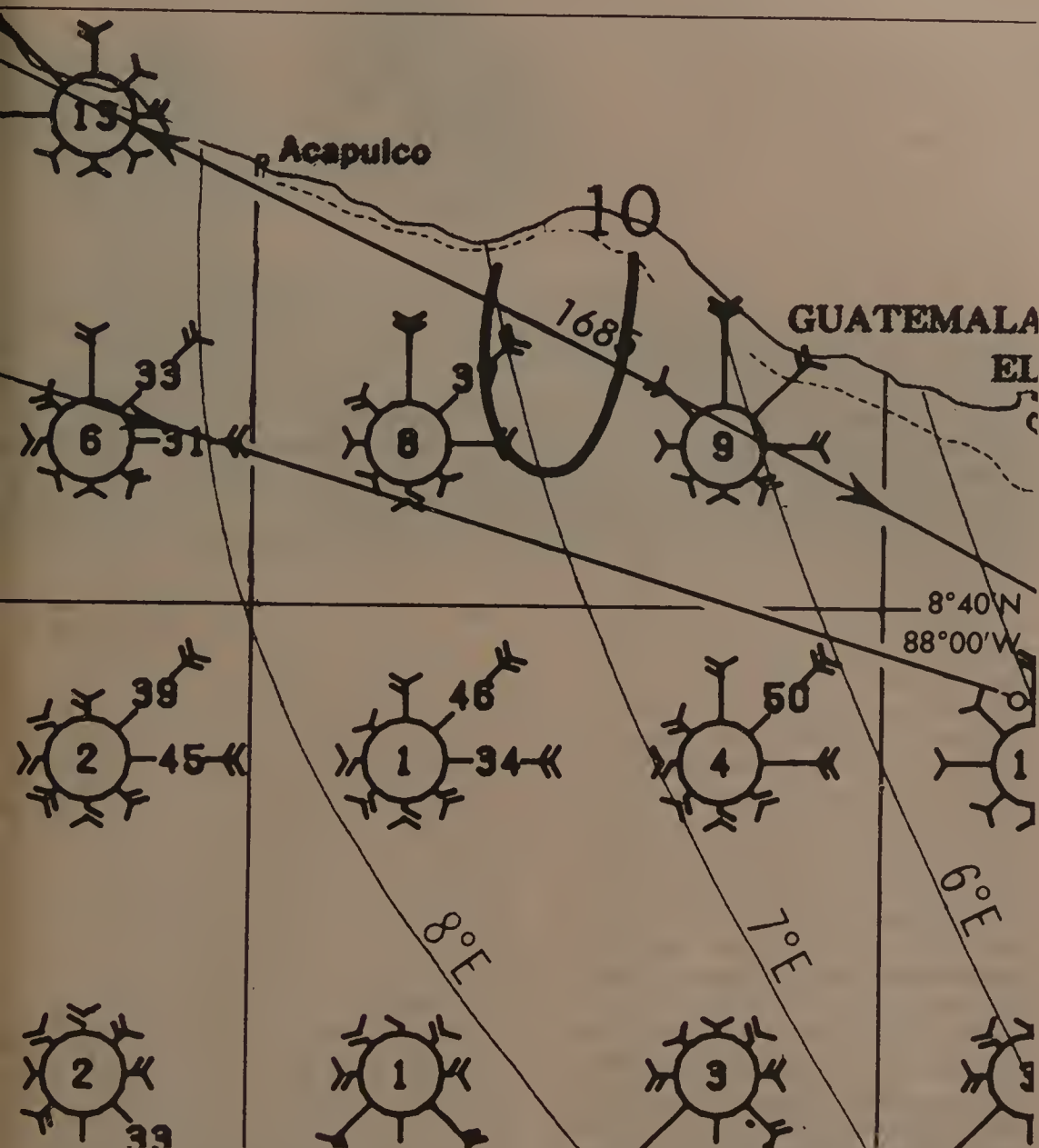
While ham operators didn't play a direct role in the rescue of the *Fancy*, they were involved in the case from the beginning. As the Coast Guard understands it, *Fancy* was in contact with another sailboat, *Fandango*,



which was located in northeast Panama. The two boats apparently had a daily schedule, and in the last report, *Fancy* reported they were experiencing severe weather and had dropped all sail.

When *Fancy* didn't keep her schedule with *Fandango* the next day, the latter boat reported it to a ham operator in Minnesota, who called the Coast Guard in Miami, who called the Coast Guard in Alameda. Aware that there was bad weather, the Coast Guard put out an 'Urgent Marine Broadcast' regarding the status of *Fancy*.

Then a ham radio operator reported that another ham in Mexico had reported the *Fancy* to be safe with all hands in good condition. So the Coast Guard shut down the system. But as a normal procedure, they tried to contact the ham in Mexico and confirm the report. When the Coast Guard was unable to reach the ham in Mexico or even



sea not 50 yards abeam. It broke in a roaring smother of foam 50 yards across and 100 yards long. Somewhat relieved that we had finally located Ben's Rock, I nervously remarked that no boat could live through such a crushing monster. And we continued on our way.

Unfortunately, this February 5, a 57-ft charter powerboat was fishing over Ben's Rock when a similar wave came through. The boat was rolled over and sunk, and nine lives were lost. Beware of Roca Ben!

— skip allan 2/15/87

When Skip Allan says it was one of the biggest waves he's ever seen, we're talking about a huge wave. One of the best helmsmen in racing, Skip probably has darn near as many ocean miles as anyone in California. He's sailed through his share of bad weather, including the tragic Fastnet storm of '79 on a 40-footer.

Iolanthe — Freya 39 The Dawson Family Calpe, Spain (Northern California)

We spent the last summer cruising Corsica, Sardinia and the Balearics. It was a well-trodden path and filled with boats. The areas are fully covered in Robin Brandon's *East Spain Pilot* and Robert Heikell's *Italian Water's Pilot*. Both pilots feature pictures of nearly empty harbors and deserted beaches, a sight we never saw. Neither of these learned tomes will fully prepare you for the armada of boats you are likely to meet in every harbor and anchorage. Short anchor scope and fenders are often the order of the day.

It might also be noted in passing that the fear that the local terrorist community was going to meet and bomb every American flag yacht in sight was unfounded. While we never got very far off the beaten path, neither did we receive anything but a warm welcome. We have yet to hear of a single instance through the cruising grapevine of any such problems. On the contrary, we often felt that showing the "Star 'n Bars" was an advantage.

On a lighter note, this was also the year of 13 full moons, a fact that may have escaped your notice. The local Spanish fishermen, we are told, call this extra moon the 'black

verify that he existed, they had to re-issue a Urgent Marine Broadcast for *Fancy*.

While the second UMG was out, the *Lupe Del Mar* stumbled across the three mariners in a liferaft.

The lesson is clear, don't ever take the Gulf of Tehuantepec lightly. If you check the *Pilot Charts* for February, you'll see that the gulf is specifically marked as an area of high seas and gale force winds.

— latitude 38

Beware of Roca Ben Skip Allan (Capitola)

Cruisers along the coast of Baja California need to be warned about Ben's Rock, which lies 2.5 miles south of San Martin Island and five miles offshore of San Quintin. The rock is directly in the path of vessels making for Caleta Hassler from the south, and should

The dark 'u' on the February 'Pilot Chart' warns of high seas around Tehuantepec. You won't find another such warning all the way to Asia.

be considered a navigational hazard.

The charts mark Ben's Rock with a small cross and a note that says it "breaks occasionally". In more than a dozen trips through this area, I've never seen Ben's Rock break. That is until last year. We were delivering an Express 37 north and making for the clearly visible San Martin Island up ahead. I remarked to the crew that we were in the vicinity of Ben's Rock and that an eye should be kept on the depthsounder.

Sure enough, the depthsounder began a precipitous rise from the steady 50 fathoms it had been showing. In less than a minute it was reading less than 15 fathoms and continuing to drop. Just as we throttled back and began to alter course, one of the biggest waves I've ever seen rose up out of a calm

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moon' and credit it with causing the Med weather to remain unsettled all summer. It seems as plausible an explanation as any other we were given for being blown out of various anchorages during the summer.

The free lunch in Spain is now definitely a thing of the past. Their entry into the EEC has caused the majority of prices to rise to a level comparable to other EEC members. The decline in the value of the dollar has also contributed to the financial squeeze.

We are wintering in Calpe, a small fishing port south of Valencia. It has a newly extended breakwater, marina and a sizeable liveaboard community. The harbor is dominated by the *Penon de Ifach*, which resembles a miniature Gibraltar. The *Ifach* serves as a tourist attraction and local landmark. It also keeps the marina in the shade until about 1100, which is helping our mildrew crop to no end.

This winter will be spent reviewing Spanish verbs and doing those jobs we've long put off in order that we can start home to San Francisco next fall.

— richard dawson & family 1/26/87

Galadriel — Brown 40 Searunner Joyce Clinton and Wayne Holandes Cay, San Blas, Panama (San Francisco)

After 7.5 years and 21,683 miles of cruising up and down the Pacific Ocean, *Galadriel* has dipped her bows into new waters, the Caribbean Sea. And yes, it's just as you've always heard; crystal clear water, coral reefs, white sandy beaches and confused seas.

We departed Costa Rica in late October and visited most of the islands enroute to the Perlas in Panama. How refreshing it was to be island hopping again! We met many Americans living in Panama via the Bejuco Net (7240 at noon) who were very helpful and full of local knowledge. We were told how to navigate the local river to Boca Chica and who to ask for a ride to the city of David, which is the 'breadbasket' of Panama. This was beneficial information, since most cruisers going south are out of fresh food at this point.

The ride to David was fun. It was our first view of the interior of Panama, which is lush and tropical, with cascading waterfalls and high cliffs. Our trip began at 0500 when five

adults and two children climbed into a small pick-up truck. For the return trip we had eight adults, four children, 300 lbs. of ice, cases of beer, 20 gallons of fuel and everyone's groceries. It's amazing what a little truck can carry! With fresh supplies we were able to cruise the Perlas Islands for as long as we wanted. There are no *tiendias* in the Perlas, but you can get some local food from the natives such as yami, yucca, plantanos, coconuts, etc.

Our first anchorage in the Perlas was at Isla San Jose, where we met some German expatriates who told us where not to go: the southern end of Isla del Rey. They explained that some yachties anchored there invited some local men on board for refreshment. The men apparently returned with weapons that evening, stealing everything including food and clothes. We passed this information along on the ham net. Nonetheless, one couple still anchored a couple of miles from there. When they walked along the beach they were scared away by men with rifles. Apparently this is the area where 'Panama Red' pot is grown, so obviously they don't care for visiting strangers.

There are small communities scattered throughout the Perlas and many uninhabited bays. The exception is Isla Contadora, which has an airstrip, a huge hotel/casino, a golf course and beautiful homes along the waterfront. This is where the Shah of Iran came to seek refuge several years ago.

The diving and shelling in the Perlas is exciting. Wayne had his first experience diving with sharks here; they are everywhere.

Finally we made our way to the Balboa YC to make arrangements for our Canal transit. The Balboa YC is located at the entrance to the Canal Zone, and it's exciting to

watch huge ships from all over the world rumble by just a hundred or so feet away. Of course, some of them leave a big wake rolling through the moorings, but it's worth it.

You must pay \$15 to join the Balboa YC, and then pay 35 cents a foot per day for the mooring. You can get diesel at the dock for \$1.60 a gallon, gas for \$2.63, cube ice and water at 5 cents a gallon. Water taxis operate 24 hours a day between the shore and the moorings, and you are *not* allowed to use your dinghy. The taxi operators are friendly and helpful. It's a safe area because of the taxi operators and because the club is practically surrounded by a military base.

The yacht club has a bar, a snack bar where you can get a \$1 hamburger, hot showers, a laundry room and pay phone (neither of which worked when we were there). You can also receive mail; the address is Box 552, Fort Amador, Republic of Panama. Upstairs at the club is the American Legion, with two full restaurants. By the way, the local currency is United States dollars, and American products are everywhere.

Taxis are expensive in Panama City, but they are a must. Every other block is considered too dangerous to walk — even the locals will warn you of that. In fact, our taxi drivers locked all the doors and made me take my handbag off my lap and put it on the floor so it wouldn't be snatched through the window as we waited at a stoplight. It's not prudent to carry a purse or wear a backpack here. Valuables must be carried in money belts or pockets. But even that isn't foolproof. One yachtie had his shorts cut completely off him in broad daylight near the Port Captain's office! To add insult to injury, he wasn't wearing underpants.





LATITUDE 38/RICHARD

This month's quiz for sailors who have seen it all: Name this island.

There are no free anchorages at Balboa. The closest is at Isla Tobago some ten miles away. There is ferry service from there to Panama City; the fare is \$2 per person, each way. The anchorage is deep, however, so we chose to stay at the Balboa YC.

It just takes a phone call to bring the Canal Admeasurer out to your boat. His fee is about \$55. Our transit cost us about \$40 — the best deal in town! The highest toll ever paid was the *Queen Elizabeth II*'s \$99,065.22 in 1984. The lowest was 36 cents paid by a man who swam the Canal in 1928. For reasons nobody has been able to figure out, late last year it was decided that yachts would now only be able to transit the Canal on Tuesdays and Thursdays.

Our big day was December 11. We were particularly excited because we hadn't had a chance to do a transit beforehand on someone else's boat. Most folks do a transit as 'line-handlers' on someone else's boat; it gives you first hand experience to reduce the anxiety when you take your own boat.

When transiting you have your choice of center or side ties or to be tied to a tug. We chose a center tie and I'm glad we did. We're 24 feet wide and wanted room to maneuver if necessary. Each lock chamber is 110 feet wide and 1,000 feet long. Going 'up' 85 feet in three locks, we were fortunate to occupy the lock with the cruise ship *Explorer*, which is only 152 feet long. So there was plenty of room. When the locks fill with water, it causes tremendous pressure, so line handlers have to be on their toes. And, you better be sure that your cleats are in good shape.

Once in Gatun Lake, we had to motor 23.5 miles against a 25 knot headwind. The boats going in the opposite direction had a wonderful sail. We arrived at the locks too late to go 'down' that evening, so we had to anchor near the Gatun Lake YC. We enjoyed the evening by swimming in the warm, fresh water — keeping an eye out for alligators, of course. The fresh water felt wonderful; like silk against my skin after the wool-like feel of saltwater. A boardsailor came by and invited us to join the club's once-a-month BBQ. Thick steaks, baked potatoes, fresh salad with broccoli and cauliflower, cheese . . . and a choice of dressing. All things we hadn't seen in a loooooonnnnnnnngggggg time! What a delight!

The next morning at 1100, a new Advisor came aboard. This time we shared the locks with a 665-ft car carrier loaded with 1,800 cars. Going 'down' the locks, yachts go in front of ships, so it was pretty awesome having that monster on our tail. I'm glad his brakes worked!

As the third and final lock was about to open, the Advisor said, "When the heavier saltwater of the Caribbean meets the lighter fresh water in the lock, it causes a great deal of turbulence and strong currents, so give it full power or you'll be tossed around." Let me tell you, when those gates swung open, the "Ole Gal" literally leaped into the Caribbean. What a ride!

Five miles later we dropped our Advisor off at the Panama YC in Colon, where transients can tie stern-to at the dock for 25 cents a foot. The club has a nice, friendly atmosphere. There is a bar, large screen television, good food, a laundry that works, hot showers and water, and electricity at the

dock. You can buy or exchange used charts here and get mail; the address is Box 5041, Cristobal, Republic of Panama. The club is completely fenced in and has a guard at the gate.

It's just a couple of blocks walk to town, but it's only safe during the day. *Everyone* has stories of being mugged. So much so that one yachtie couple printed up some t-shirts saying: "I was robbed in Colon" and sold them at the club. A minor official reported this to the police, who responded with 14 police cars to arrest the t-shirters. They disappeared for a week, and we've since learned they were deported.

It isn't just we *gringos* that the bad guys are after; even the locals take taxis around the bad areas. One taxi driver told us he was robbed by his neighbor's son.

On the positive side, Colon has a huge Duty Free Zone where you can buy just about anything: electronics, food, clothes, jewelry, liquor, outboards, generators, etc. For about \$10, *aduanas* will accompany you back to the yacht club to be sure the goods you buy are leaving the country.

Freshly provisioned, we headed out of Colon for Porto Bello and the San Blas Islands. The wind was gusting to 20 knots at the club and we were told that these were the stronger "Christmas trades", strong northerlies that blow until March. We decided to try it anyway, since Porto Bello is only 18 miles to the northeast. Once we cleared the breakwater we got our first taste of the Caribbean; it was like sailing in a washing machine, with huge breaking waves coming from every direction and winds to 35 knots. Thirty minutes later we were back at the yacht club. What's our hurry anyway? We're cruising.

When we finally got away, we went directly to Playa Blanca or what's now better known as Mike's Beach. Mike Starbuck is an ex-yachtie who sailed from L.A. five years ago. He found his utopia here and now owns this tiny bit of paradise. It's a beautiful bay with coral reefs on either side and a white sandy beach. Mike monitors the Bejuca Net; let him know you're on your way and he'll direct you in. He welcomes all yachts and has his Peterson 46 for sale at the yacht club for \$85,000. Incidentally, he's 46, good-looking and willing to share paradise with the right lady. If you're in-

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terested, write him care of the yacht club.

We spent Christmas and New Years with him and are now in the San Blas Islands where we'll island hop for a month or so.

Some of the yachts we've seen in Panama: *Artemisia*, Harry and Mary from Elko; *Bethyl*, Gary and Gail from San Francisco; *Cynara*, Chris and Lynn from L.A.; *Cheechako*, Norma and Denny from Alaska; *Illahae*, Illa and Les from Canada; *Liberty*, Chuck and Doris from Morro Bay; *Fandango*, Herb and Barbara from San Francisco; *Gypsy Girl*, Peter from France; *Mariposa*, Lloyd and Jean from San Francisco; *Nepenthe*, Butch and Fred from San Francisco; *Shangri La*, Jerry and Ann from Coos Bay; *Gods Speed*, Paul, Tina and Jamie from San Francisco; *Magic Daddy*, Charlie and Chris from San Francisco; *Expectation*, Nick and Betty from Colorado; *Vivere*, Carlos and Magaly from Marina del Rey; *Kanowi*, Peter, Joyce, Jamie and Diane from Toronto; *Frisu*, Fritz and Susie from Berlin; *San Lucia*, Walter and Lucie from Stuttgart; and, Bob and Bob on *Xanthos*.

— joyce clinton 1/12/87

Joyce — Since you make no mention of it, we're going to assume the report we got last month that you'd been involved in a fracas on the beach at the Perlas Islands was inaccurate.

Foxy Lady II — Ericson 32
Brian, Jan and Brian Jr. (11)
Caldwell
Neiafu, Vava'u, Tonga
(Honolulu, Hawaii)

It doesn't seem possible, but we've been 'out' almost two years. We spent a little more than a year in French Polynesia, three months in the Cooks, and two 'long' months in Pago Pago, American Samoa.

Currently we are settled in Vava'u — in the middle of the hurricane belt — for the hurricane season. There are 12 boats in all spending the season here, with most of us on storm moorings. We brought down 3/4-inch chain and 1.25-inch line from Samoa and had it put in by Don Coleman's Boat Yard.

Don has several moorings that he rents, and will buy the materials you bring down, set them up, and then rent it back to you. It's really a good deal all around, because we

have no desire to haul storm mooring gear all over the Pacific.

Most of the boats have been taking advantage of the deserted anchorages at this time of year and have been cruising the beautiful Vava'u group — always keeping a close ear to the weather. Any developing storm activity sends everyone running for their moorings. Unfortunately, this area is off to a pretty active hurricane season. So far five full hurricanes have either developed or passed within 500 miles of us. Fortunately, however, we've yet to feel the impact of any of them, having no wind over 20 knots since we arrived three months ago.

A few notes on Vava'u for those soon to be headed this way:

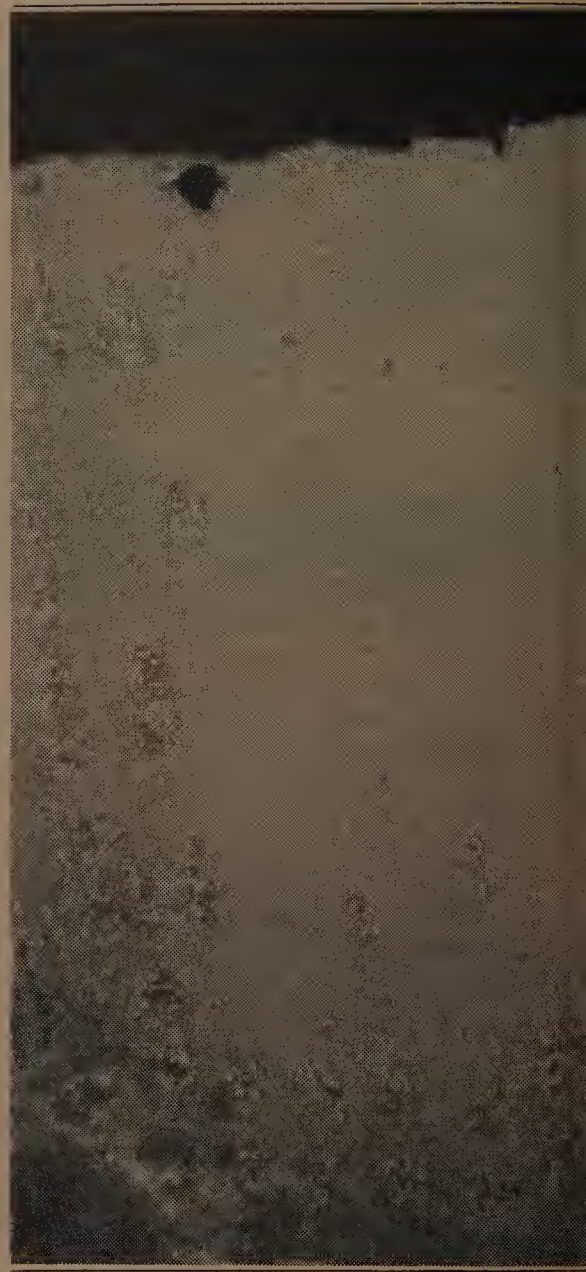
✓ Don Coleman runs an excellent yard and can haul boats up to 60-ft on an efficient rail system. We brought our own paint, but some supplies are available locally. Don does glass work, welding and woodwork at reasonable prices. He also handles the storm moorings, and anyone interested in renting one should write him at: Marine Services, Box 119, Neiafu, Vava'u, Kingdom of Tonga.

✓ Visas are extended monthly up to a maximum of six months. The current Immigration officers are enforcing this, so plan accordingly. The only fees are the monthly harbor fees; about \$7 a month for a 32-ft boat.

✓ Mail is handled through General Delivery or by being sent to Robyn Coleman's Port of Refuge Gift Shop, which has the same address as the boatyard above. Another option is having it sent to the Paradise International Hotel, Box 191, Neiafu, Vava'u, Kingdom of Tonga, South Pacific.

Most of the yachties spend a considerable amount of time taking advantage of Happy Hour, the great pool and the inexpensive food at the Paradise Hotel. Owner Carter Johnson really makes yachties welcome, treating us as guests of the hotel. His rates are inexpensive and it is a wonderful place to stay during a haulout — we tried it — or to put up visiting relatives.

✓ Most basic supplies are available in Neiafu. Prices are reasonable, but occasionally shortages occur between supply freighters. For example, we are currently out of onions.



✓ The Bank of Tonga will change currency; Visa and MasterCard are also accepted for cash.

✓ This is the place for purchasing arts and crafts, as the Tongan work is far and away the best we've seen. Prices are affordable, too. Robyn's gift shop has a good selection and will mail anywhere in the world. Robyn's is also the yachtie meeting place for breakfast and lunch. She has great hamburgers and even small pizzas.

Like many who have come before us, we have found Vava'u to be a wonderful area to cruise. There are many quiet and secluded anchorages. It may come as a surprise to some, but the locals are very conservative and religious — and helpful. But this is not the place for 'skinny-dipping'. In fact, it's a \$25 fine if you appear in town without a shirt. Neither the local men or women even wear shorts, and they swim fully clothed.



MARK & KAY RUDIGER

Cave diving — one of the big thrills of the Kingdom of Tonga.

became becalmed with an inoperable engine some 32 miles short of her destination. After a day of doing nothing more than drifting seven miles toward Punta Graham at the entrance to Bahia Navidad, I decided to try and enter the bay and anchor. My small scale chart provided me little information, although the *Sailing Directions* indicated that there was a good anchorage.

Seeing a yacht in the bay, I tried to make contact by VHF. My call was answered by Phil of Los Pelicanos restaurant in nearby Melaque. I explained my situation to her, including the fact that it had been some 60 hours since I last slept. Phil said she'd get back to me shortly.

I then heard some calls to Spanish speaking stations, after which Phil advised me that

there would be a boat coming out to assist me into the harbor. I then had to tell her I had no money to pay for a tow. Another voice came on the radio and said nobody was interested in any money, that their only desire was to be of assistance.

Within 30 minutes, three powerboats were alongside my boat. After determining that *Gitana* and I were both alright, they asked for a tow line which I gladly provided. All three boats then escorted me to a secure anchorage at the northwest end of Bahia Navidad.

I later rowed ashore to personally thank Phil, only to learn that she'd gone home after she'd seen that I had made it in safely. But then someone notified her that I had come ashore, so she returned to her restaurant with two paramedics from a government rescue unit. She wanted to make sure I was in good health.

The kindness and hospitality extended to me by Phil and Los Pelicanos restaurant has been phenomenal. Other crews that arrive at this lovely bay get the same treatment.

All cruisers have a beautiful friend in Phil. She monitors channel 16.

— ken monell 1/29/87

Ken — For years now we've been hearing wonderful things about Phil. We've got to come down and do a story on her sometime.

The Cabo Net From Papi's Deli

**Gilberto y Karen Oyanguren
(Cabo San Lucas)**

Many thanks for the article you published about our place in Cabo San Lucas.

There is only one correction; Papi's monitors 22, and the Cabo Net is on Monday through Saturday at 0800 on 22. We have roll call on Mondays, and check-in on the other days. The net has become a lot of fun, with several local residents and campers on the roll call, too.

Along with our regular net features such as items for sale, the crew list, etc., we now have a new addition: messages and weather from Porterhouse. Phil and Ruth Porter are local residents, and during the net they'll deliver messages they've received on the ham radio. An hour after the net they give a complete weather report, also on 22.

The last thing on the Cabo net is 'other

This is not French Polynesia. Conservative dress will bring you a much more positive reception than skin-flashing apparel.

Our plan is to leave in mid-April to return to American Samoa for provisioning, new school books and to pick up the miscellaneous things being sent from the States. Then we'll head west to Wallis, the Futuna Islands, Fiji and then on to New Zealand.

— brian, jan and brian jr. 1/23/87

Folks — A very interesting — and informative — report. Thank you.

**Gitana — N/A
Ken Monell
Malaque, Mexico
(N/A)**

On a singlehanded passage from Cabo to Manzanillo earlier this month, *Gitana*

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traffic'. This consists of what's happening around town, what restaurants are offering specials for yachties, proposals for socials, horseshoe tournaments, and even seminars and swap meets. A few weeks ago *Springtime* gave a seminar on batteries; the turnout was fantastic!

Naturally, everyone is welcome to register with the net. All you have to do is give us a call on 22 when you arrive.

Need I say we would also like to be a distribution point for *Latitude 38*? Everyone here awaits the arrival of the latest issues.

— karen and gil 1/15/87

Karen and Gil — Starting with the March issue, we'll be sending down at least a bundle a month.

Visas for French Polynesia

Hotel Oa Oa

Greg and Elaine Claytor

(Bora Bora, French Polynesia)

Sorry it's been so long since you've heard from us — every time we get a new shipment of *Latitude 38*'s our consciences smart. Thank you for remaining faithful through thick and thin.

1986 was a busy year for us, both in the hotel and with boats. Some 250 boats called on us last year, and we are looking forward to a repeat performance in 1987. There have been some changes in the visa laws and procedures for check-in and -out that the Class of '87 will do well to note:

1) Whichever port in the Societies that you check into, be it Papeete, Raiatea, or Bora Bora, you must inform the port captain on that island which island you expect to check out from. Otherwise — as happened all too often in the end of 1986 — boats that arrived in Papeete and wished to check out from Bora Bora found that they had to return to Papeete to clear.

2) The biggest problem for cruisers is that France and all her territories have limited all tourist visas to a maximum of six months. (There are exceptions, but if they applied generally we wouldn't be writing this.) Those of you wishing to stay a complete year will be told to go ahead and ask: you do this by writing a letter, preferably in French, to the High Commissioner. While the request is being processed, you're good, but there is no guarantee that an extension beyond the six-

month limit will be granted. Just a few boats are trying this procedure this year, and as of the end of January, we don't know if any of them are having success.


3) Any friends or relatives planning to fly down and join you here for a bit of inter-island cruising should know that they will be granted visas at the airport in Tahiti for *exactly* the amount of time they indicate on the little immigration questionnaire they fill out on the plane. For example, if they plan to stay two weeks, they get a 14-day visa. If, after the two weeks are up, they want to stay longer, then they have to go back to the Immigration service at the airport in Tahiti to request an extension to their visa. Not only is this trip often a nuisance, but the visa extension is not free. It costs on the order of \$30 per person. Therefore, it would be well to advise any visitors to request the *maximum* amount of time that they can possibly stay, and do this right from the start.

We would also suggest that any yachts that would like to spend the summer or "hurricane season" in French Polynesia, to delay their departures from, say, Panama or Hawaii until at least September, so that their maximum visa of six months will last them through the season and leave them the entire following winter to cruise the rest of the Pacific.

For those of you who might not be familiar with the Hotel Oa Oa and what we offer, bear with us while we toot our horn:

We have ten deep-water moorings that we make available free of charge, all of which are secure enough for the normal cruising boat. The moorings are available on a first-come, first-serve basis. We also provide free of charge 20 gallons of fresh water per boat per day; hot showers; use of hotel facilities for your minor repair projects (110 and 220v power outlets available for power tools); garbage drop; mail holding; book exchange; and, a congenial place to come in out of the sun or rain. We have small charges for cube ice and telephone calls, and a fairly expensive but good laundry service. We are located one mile south of the entrance pass to Bora Bora and try to monitor VHF channel 16 through the daylight hours. If there are no moorings available, be prepared to anchor in 60-100 feet of water.

Boats arriving in the months of July through October can be certain to find that



there is virtually no water available to the public from the city pipeline. This hotel is equipped with a desalinization plant and makes enough water to keep the hotel and boats supplied, so there should be no problem picking up water on a daily basis. Please don't expect to fill up with 200 gallons all at once, however.

Since most of the services we offer revolve around water, we are constrained to offer them only to those yachts that use our moorings or anchor in proximity to the hotel. The benefit to us is that we therefore have a lagoon full of yachts to look at, actual in-the-flesh daredevil blue-water cruising sailors to talk to our hotel guests (and to us), and an atmosphere that can't be reproduced by any other means known to science.

We'd like to take this opportunity to thank all the friends who sent us holiday greetings from across the dateline — we might have answered you all by *next* Christmas — and to *Latitude 38* for being the only surefire



MARK & KAY RUDIGER

method of delivering such a message.

We are looking forward to making new friends in 1987, and hope that those of you headed this way will be sure to include Bora Bora on your itineraries.

P.S. The \$6 head of lettuce reported must have been good old California iceberg, flown in by airplane and refrigerated all along the way. We've never paid more than a fraction of that cost for the locally grown variety of *salade*, and would encourage visitors to experiment as much as possible with local produce. It's available most of the year, it's good, and it's not outrageously expensive. Much depends on the time of day you arrive at the market, though; if you don't see what you want, ask when it will be available. Chances are the answer is later in the day, or early the next morning. Life here needn't be expensive if you have a little patience.

— greg and elaine 1/29/87

Greg and Elaine — It's a pleasure hearing

Happy kids — one of the big attractions of the Kingdom of Tonga.

from you again. Polynesia-bound cruisers will be grateful for your visa — and *salade* tips.

Insatiable — Standfast 36 Jim Cate and Ann Taunton Caleta Partida, Baja (San Francisco)

Just the other day — I think it might have been October when we were sailing down the coast of California — I was thinking I ought to write good old *Latitude 38* a couple of 'good guy' notes. So after some changes in latitudes, here I am, finally doing it!

Just before leaving the Bay Area, we bought some additional chain for the bow anchor from our friends at Svendsens. It was the same brand (Campbells), the same size (3/8-inch) and same designation (proof coil) as the old stuff, so obviously it had to be

identical. So I added it to the rode and after a going-away bash, we took off on our big cruise!

The bash had included several toasts, done in champers, and that stuff has an adverse affect on my body. So feeling more than a little queasy, we put into Half Moon Bay for the night. In the morning I tried to raise the hook, only to discover that the new chain didn't even come close to fitting the gypsy. Grump! Thank goodness we were in shallow water and I was able to pull it in by hand.

Not wanting to return north just yet, we continued down to Santa Cruz. Sort of by chance, I went into West Marine and asked to see their Campbell chain catalog, thinking I had made an error in ordering. They asked why I wanted to see the catalog, and I explained my situation. "No problem," they said, "we'll just exchange it for you." I pointed out that it was a cut length (100-ft) and that it still had some yucky Half Moon Bay mud on it. Still they said, "no problem." They even loaned me their chain cutter — requiring no I.D. or deposit — so I could cut the chain and bring it in.

When they went to get the replacement chain, they found out they didn't have it right there in stock. It was still no problem. They sent out a truck and eventually got the right size from their warehouse and brought it to us, having kept the store open late in order to get us on our way. Considering we were transients and not likely to be spending much time or money with them in the near future, this kindness rates a big 'good guys' in my book. Thanks, West Marine!

The other 'good guys' goes to the Silvergate YC in San Diego, who found a spot among their crowded docks while we rebuilt the top end of our previously reliable BMW diesel. It seems that we loaded the boat so much that it floated eight inches lower than it ever had before, causing seawater to siphon through the block and into the exhaust system. After this went on long enough, it filled up the waterlift, and so on right up into the exhaust ports, thence into the cylinders. There the seawater lurked, eating away at valves, rings, etc.

When we arrived at the Silvergate, I optimistically estimated three days to fix what I figured was just a leaky head gasket. That was well within the club rules, so we were

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made welcome. Naturally, it was about two weeks before we were ready to leave, what with the much larger problem. Port Captain Murry Cameron, however, never became flustered and shuffled us between vacant slips with unfailing good humor until we were ready to leave. Murray is a fine gentleman who typifies the whole club . . . great folks, mostly cruisers, with infinite sympathy toward cruiser's problems. We were very grateful for their kindness.

As to our changes in latitudes, they have been great. Once out of San Diego — which is like a black hole, it just seems to suck the money directly out of your wallet — we went to Bahia Santa Maria. We passed previous stops because we always arrived in the middle of the night. We arrived at Santa Maria in the middle of the night, too, but noting that the entrance to the bay is five miles wide, we tip-toed in. We got the hook down in about five fathoms of nice flat water and sacked out. In the morning we found ourselves nearly a mile from the beach! Pretty damn conservative, but it seemed about right in the dark.

We holed up there for a few days, enjoying the isolated beauty, then hit Cabo on Thanksgiving. We found Cabo interesting, but crowded and touristy. It was packed with huge sportfishing boats — there was a marlin tournament — some of the participants of which acted like jerks.

At that point we decided to go against *Latitude 38's* advice and head up to La Paz instead of continuing south to the mainland. We made the usual stops on the way, and had a couple of good sloppy San Francisco type days sailing north, during which the windward performance of our retired race boat was greatly appreciated. We arrived in La Paz the week before Christmas. We spent a couple of weeks there, enjoying our best Christmas in memory, and since have been jumping back and forth between town and the local island anchorages. It's not too shabby; we're enjoying the whole thing much more than we expected.

You once asked about peoples' experience with retired race boats in cruising environments, so I thought I'd pass on my thoughts. Our boat is a Palmer Johnson Standfast 36, which was built as a semi-production One-Tonner in 1974. It proved to be a dog around the buoys primarily



because of excessive weight — about 17,000 lbs. starters — and never was raced seriously.

But all the boat's weight was due to it being built like a brick shithouse, and lots of ballast, both of which are good things for a cruiser. The interior was designed to actually work at sea rather than look cute while tied up at Marina del Rey, and sports no less than four excellent sea berths. Since we are only a crew of two, two of these, with the aid of milk crates, having added considerable storage.

Insatiable has a flush deck; which provides a good work area above, and because of her considerable depth, has six feet of headroom throughout down below. Her beam of 12'6" gives lots of enclosed volume, and her 42 percent ballast makes her extremely stiff, another appreciated quality.

Her underwater shape, stemming — no

pun — from an earlier IOR era, is round enough forward to prevent pounding to weather. Her ends are somewhat pinched, however, and when driven really hard downwind she can get squirrely. But, I built an auxiliary-rudder vane for her, and the additional plane aft has helped her directional stability quite a bit. Actually, the vane steered all the way south, except for some brief hours of motoring under the control of the Autohelm 3000, and we had no control problems. We only fly the chute under benign conditions, and the vane did just fine for us.

On the negative side, *Insatiable* draws seven feet, which is too much for some areas, and we had to make considerable changes to the cockpit for singlehanded — which is what you do when you have a two-person crew. Furthermore, the additional weight and beam mean it takes big sails to



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The plan was that Cabo official-dom would move into this Moorish style building. At last word there were no takers.

drive her, and that has its disadvantages in handling, stowage and costs. The tankage was insufficient, but that was cured with a small application of money.

With new furniture in the forepeak, plus 300 pounds of chain and anchor, plus a small windlass, she tends to trim down by the bow a bit. With her already relatively low freeboard, from time to time we take a 'greenie' aboard. The deck has a bit of a crown, and a good coaming to build a dodger onto, so we don't — knock on wood — get water into the cockpit. There are no outboard opening ports — no ports at all, for that matter, and no built in ventilators. This may be a problem if we ever get where it's really warm; but on the other hand, she never seems to leak! She does have big

hatches and we've built a windsail for the forward hatch that works in modest rain.

We bought the boat with a slotted aluminum forestay, which I view as un-suitable for shorthanded cruising. We replaced it with a K-Zee Foil, which combines the best of foils and hanks by my experience. I used one for four years of singlehanded racing with our old Yankee 30 and found it great; great on our trip to Hawaii, too.

In short, we got a boat built by a world class yard to a high standard of construction. We got lots of worthwhile equipment from her several previous owners, we got sailing performance superior to any similar sized traditional cruiser and we got her at a price well below that of more conventional boats of her size and quality. All boats are floating collections of compromises, but we're happy.

We'd like to send fond greetings to all our friends in Northern California and at the good old Emeryville Marina. We'll write again from French Polynesia — or wherever.

P.S. Our mailing address is care of Cruising Connection, 945 Neal Ave, Wahiawa, Hawaii, 96786. This service, run by Fred Boehme, is simply great.

P.P.S. We may well see everyone at Baja Ha-ha Race Week. Our plans have the consistency of guacamole — kind of gushy, but full of spice!

— jim cate & ann taunton 1/21/87

Panama to Columbia Cruising Regatta

Nefertira — S2 30

Darrow, Marnie and Lanka Bishop (Marina del Rey)

In the event there is a Third Annual International Regatta from Cristobal, Panama to the Caribbean island of San Andreas, Columbia at the end of March, I would encourage every cruising sailor in that neck of the world to enter.

We transited the Canal in March of last year aboard our 30-ft S2 *Nefertira* (Egyptian for 'sun bird'). Upon arrival at the Cristobal YC, we — my wife, Marnie, and Lanka, our eight-year-old daughter, and myself, heard through the grapevine that we were just in time for the Second Cruising Regatta to San Andreas.

An island possession of Columbia, San Andreas is located some 220 miles north of Cristobal. According to John Rains' *Cruising Guide*, San Andreas is best avoided since the immigration and other costs have been excessive and because the officials were less than friendly.

However, the Panama YC assured everyone who entered the race that all costs were covered in the \$100 entry fee. Another bonus in entering was free dockage at the Panama YC and a free haul-out! It sounded like such a bargain, we couldn't help but join the fun.

At the prerace dinner party the night before the race, Commodore Bill Speed of the host club emphasized that our race boats were also our homes, so that we should all sail with caution and good sense.

Twenty boats started the race at noon on March 27, with one escort boat, *Evensong* from the state of Washington.

There was plenty of wind for the race, all of it on the nose. The overall winner was David and Neisha's *Hansel*, a 32-ft New Zealand boat. We took second with *Nefertira* in Class A.

We were warmly received by the Nautical YC on San Andreas Island. The Port Captain and Immigration were easy; they had a table set up right at the club. A very cordial party followed the race, with flowers, island rum, fresh woven palm hats for the captains, and a tour of the island. There was a bilingual trophy banquet, with indigenous music and dancing.

In the days that followed, a beach party at nearby Hains Cay provided an opportunity for us to take yacht club members for a short sail and to do some snorkeling in the crystal clear Caribbean reefs.

A midnight sail took us 60 miles north to Providencia, a sister island, and two adjacent cays for two weeks. This was yet another spinoff benefit of the regatta; for mostly economic reasons, these Columbian waters are normally off-limits.

After two years and 7,000 miles, *Nefertira* was returned to Marina del Rey from Florida via trailer. The highlights of our trip included two months in Baja, five months in Banderas Bay, two months in Acapulco, one month at Cocos Island in Costa Rica, one month at the San Blas Islands and two months in Florida.

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— darrow, marnie and lanka 1/28/87

Folks — We had to laugh when you mentioned that Hansel of New Zealand was the overall winner. They were third overall at the Second Annual Sea of Cortez Race Week two years ago.

The Mexican Repair of Margaret Margaret — Concordia 39 Bob Hovey (Sausalito)

Last June Bob Hovey of Sausalito was 380 miles west northwest of Cabo San Lucas, heading home, when his classic wooden Concordia 39 started to leak. "Daisy and I had been enjoying a great sail until the boat starting leaking like a sieve," he recalls.

It wasn't a small leak; water was coming in so fast that he and the dog couldn't pump fast enough. And so for the first time in his 50-year sailing career, Bob prepared to launch a liferaft.

But Bob's a wise sailor, and before giving up the ship he headed off the wind to see if that would slow the leak. Luckily for him and the dog, when the pounding stopped so did the rapid leak.

Bob was able to continue on the new point of sail to Cabo San Lucas, where he arrived just in the nick of time. Just as he prepared to drop anchor, he wrenched his back and was forced to lie flat on the foredeck. Fortunately, some fellow yachties recognized his dilemma and came to his assistance.

Cabo has no boat repair facilities, so after his body healed Bob sailed *Margaret* to La Paz where he took a berth at Marina de La Paz to consider his next move.

He knew the boat needed lots of work before it would be fit for a trip to and through the Panama Canal — his original goal. But how could he get her back to the States for repair? She was too big to trailer, and Boat Shippers was not yet in business.

"I had no choice but to have the repairs made in Mexico," he says.

So in late November Bob drove back to Sausalito to get help. He went straight to an old acquaintance and fellow "old wood boat curmudgeon", Peter Lamb. One of the better shipwrights in Northern California, Lamb had done volunteer work on the restoration of *Wanderbird* and helped replank the U.S.S. *Suisun*. He'd also done *Margaret's*

keel before she'd gone south. So he knew the boat. But even more importantly, he knew his friend Bob was in a jam.

So after consulting with his understanding wife, Jean, and their daughter, Peter closed up his Sausalito shop, packed his tools, and drove down to Mexico to help Bob for a month.

Realizing that good yacht supplies would be hard to come by in La Paz, the two of them brought most of their own lumber and hardware. Believing *Margaret* needed replanking, Bob brought down over 1,300 pounds of Appalachian white oak. The cut lumber was soaked, wrapped in burlap and plastic, and then placed inside a specially built wooden box which later would serve as the steam box. All the protection was necessary to prevent the lumber from drying out during the 1,000-mile drive through the Baja desert.

After a three-day, 45-mph drive to La Paz, they took the boat sailing so Peter could examine the hull under stress. Strategically placed strings inside the hull allowed him to determine exactly which parts of the hull were moving on each tack. Through this process, Peter was able to discover that *Margaret's* problem was actually with the backbone of the boat, not the planking. Having made the diagnosis, the cure could be started.

Both Peter and Bob learned that working in a foreign country created a whole new set of problems. First there is the language problem. Since neither speaks much Spanish, they were grateful for the assistance of another Sausalito sailor, Roger Packer, who translated for them. Then there was the problem of obtaining — at any price — good quality materials.

"Copper was easy to find," remembers Peter, "but good bronze was non-existent."

Even finding a place to work was a problem. The Mexicans are very suspicious of contract work done by *gringos* that could be done by Mexicans. Bob wanted to be fair to the host country, but Peter was the only one he trusted to do the work. Fortunately, exceptions were made and Peter was able to effect repairs.

A classic beauty, the boat acquired many admirers during her repair stay in La Paz. "*Margaret* is probably one of the most beautiful boats in the harbor," said Jerry



Czember, another wooden boat owner. "Bob has kept her in beautiful condition."

So with the support of friends, *Margaret* was scheduled to set sail in January for California. Will this trip home be the last for the salty skipper and boat?

"Oh no," says Bob, "the trip north will just be a shakedown cruise. We're going to turn around and continue south through the Canal as we originally planned."

— terese pencak schwartz 1/15/87

Sirocco — Santana 37 Barrie and Daphne Hartley Manzanillo (Santa Barbara)

Are you still sailing around Mexico — or preparing to — with the same old charts based on the *USS Ranger* survey of 1893 or 1897? These are the ones that show no



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Mexican lights. The ones you pay *mucho dinero* for. Or are you still using *ChartGuide's* black and white charts?

Many cruisers don't realize it, but there is a very complete set of Mexican charts, in color, that show most of the new lights. The good news is that the charts only cost 500 pesos each — about 50 cents U.S.

The only negative thing about the charts — and it's very slight — is that the soundings are in meters rather than feet or fathoms.

We purchased our Mexican charts at *Instituto Oceanografico* in Manzanillo. We've also enclosed *Avisos a los Marineros*, the Mexican *Notice to Mariners*, and the list of the 60 or so charts available.

The tide table and calendar we found at *Grivel Boutique*, yes, a ladies' boutique in Santiago, which is a short but picturesque taxi ride from Las Hadas. We suggest

Tiny St. Barts has about 12 miles of one lane road. What better place to go *troppo* than with an emerald Eldo?

yachties combine this outing with a stop at Juanita's restaurant for excellent food at cruiser's prices.

Another interesting development in Manzanillo is that the Mexican Navy is allowing yachties the use of the Navy's floating dry dock. Although we don't have the exact prices, it's said to be very reasonable.

Our plans, after a shot at the ham test in Zihuatanejo, are to return to La Paz for Race Week and a second summer in the Sea of Cortez.

Obtaining a *Latitude 38* is a big highlight for all cruisers down here!

— barrie and daphne

Cruise Notes:

In recent months several readers have been complained about the navigational hazards caused by the oil industry in the Santa Barbara Channel. These folks will no doubt be disturbed to learn that in January the California Coastal Commission voted 7 to 5 to approve the northernmost oil platform in California. This would be **Julius**, to be located 9.5 miles offshore of the Santa Barbara/San Luis Obispo county line. This is actually north of Point Conception and the Santa Barbara Channel. The \$500 million platform would be built in 478 feet of water.

While the project was approved by the Coastal Commission, the consortium that owns it still needs approval of a shoreside processing plant by San Luis Obispo county voters.

You think you've got problems? How would you like it if your world seemed as though it were going to break in half. That's the prospect faced by the 200 residents of **Mailai Island** in northern Papua-New Guinea. The coral island has suffered so many earthquakes recently that experts believe it's going to split in two. Geologically speaking, things are very active in that part of the world. While some islands are splitting and sinking, others are bubbling up above the surface of the ocean for the first time in history. Keeping your charts current is a full time job in that part of the world.

Jim and Diana Jessie have concluded their America's Cup duties and pleasures at Fremantle, Western Australia. Now they'll sail **Nalu IV** to Sydney — a 3,5000 mile journey — where they'll leave their boat while they fly to New Zealand to tour Kiwiland. Subsequent to that they'll be sailing on to Singapore, the Red Sea, the Suez Canal, and the Med. To date they'll sail 14,000 miles in their 48-ft wood boat designed by Bill Lapworth.

Earlier in *Changes* Joyce Clinton mentioned Mike Starbuck's little cove at **Playa Blanca**, Panama. We've since learned that in the 2.5 years Mike's been there, some 68 cruising yachts have stopped by. If you're headed that way — it's at 9 35.5N — 79 39.5W — we're sure he'd love to have you stop by and tell him tales of his beloved old Marina del Rey.

Ron Rutherford of Red Bluff thought some of you folks out there might be in-

CHANGES IN LATITUDES

terested in further details on **Akvavit**, the Roberts 53 cruising ketch — with 7.5 ton fish hold — that owner Harrison Smith reported a *Changes* from in the January issue. You might recall that Harrison — and mate Lorrie Haight — fished with the boat in Alaska and then sent us their *Changes* from New Zealand.

According to the report in Robert's *Boating News*, Harrison and Smith spent 2.5 years building the boat on the banks of Washington's Stillaguamish River. A well-known poet, author, highline fisherman and master jury-rigger in Alaska, this was Harrison's first attempt at boatbuilding. The hull plating is 3/16" plain mild steel, the keel is 1/4", while the house and deck are 1/8". Frames are on 25.5" centers and the longitudinal stringers are 1.25" x 5/16" flat bar. *Akvavit* is powered by 1,200 sq. ft of sail and a 3-71 Detroit Diesel. Auxiliary power for 110V and the blast freezer comes from a Mercedes diesel.

We've absolutely been swamped with *Changes* in the last few months, so we're running behind. A couple of quick updates: Dick Connors and Mary Fran Reed of **Elan**,

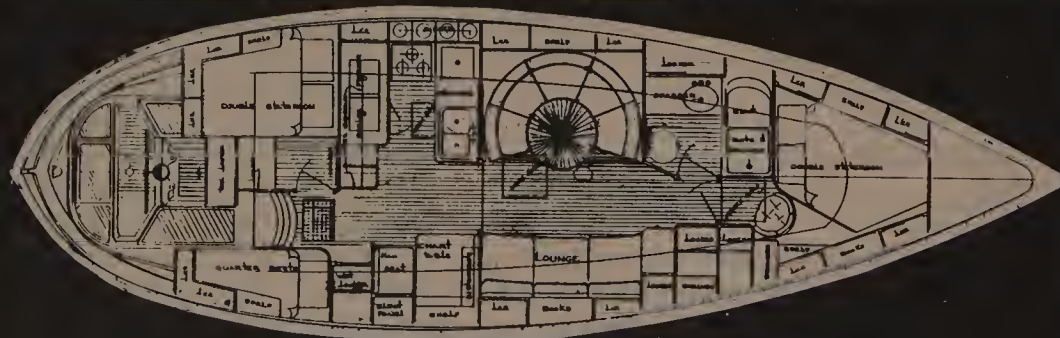
a San Francisco-based Islander 37, are currently in Kosrae, Federated States of Micronesia. *Elan*, subsequent to surviving the Cabo disaster of December 1982, has been sailing all over the South Pacific, specializing in out of the way anchorages and islands. Dick and Mary Fran are now on their way to Pohnpei (formerly Ponape) and Guam. We'll have a more detailed report on their travels later.

We've got a long report on Tonga from Rita Greb and Don Norby of the Panda 38 **Cameo** that's yet to see ink. Before it gets any later, we're going to publish the boats Panda saw in Tonga in November, so you'll have a vague idea of where some of your friends have been recently. Seen in Tonga in November — with many about to leave for New Zealand — were: *Oceaneer*, *Misty II*, *Nvoskka*, *Long Horn*, *Vooka Aho*, *Cassiopeia*, *Tanimara*, *Malulahi*, *Invictus*, *King's Ransom*, *Vivant*, *Pou Sto*, *Dirigo*, *Saving Grace*, *Dulcinea*, *Manana*, *Sea Swan*, *Kandarik*, *Yehudi*, *Colibri*, *Diva*, *Io*,

Windfall, *Foxy Lady II*, *Guinevere*, *Saga*, *Trig*, *Easy*, *Odin VI*, *Minka*, *Toucan*, *White Cloud*, *Good News*, *Tenacity*, *Banshee*, *Muddy Water*, *Wikiwin*, *Magic Cloud*, *Zorana*, *Jakaranda*, *Fiddler's Green*, *Jessgmara*, *Aetheria*, *Anatares*, *Ocean Gift Horse*, *Genesis*, *Tradewinds*, *Far Niente*, *Kitaro*, *American Flyer*, *Gensing*, and *Moondog*.

Previous contributors to *Changes*, Robbi & Dave of the trimaran **Pearl** from Vancouver, report that as of late December they were in Queensland, Australia. They say that *Latitude 38's* are "as scarce as rocking horse turds in this part of the world". We'll have more details on their travels soon.

Darrel and Tracie Hornung have sent us a report on their summer circumnavigation of 300-mile long Vancouver Island. The trip was made on **Only Child**, their Islander 36, which had been a familiar sight in the Oakland Estuary up until about a year ago. The Hornung's are spending the winter at Orcas, Washington. We plan on having the Vancouver Island story in print soon, for those of you planning a summer cruise in that direction.



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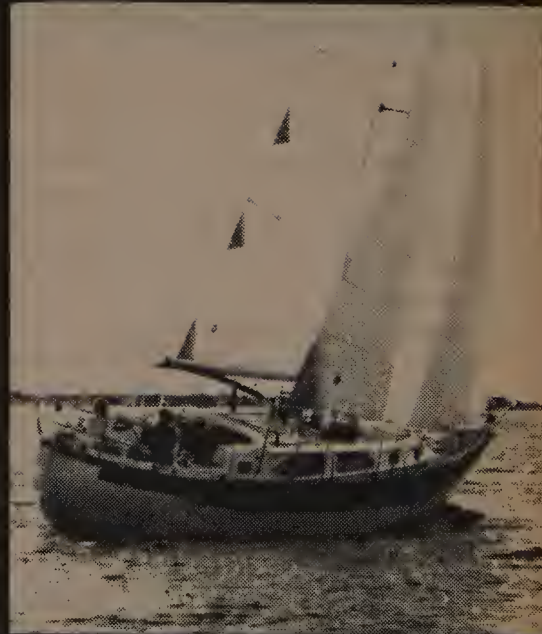
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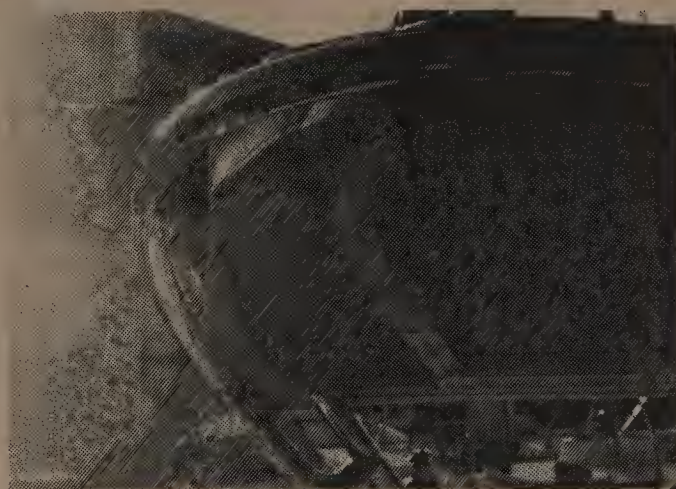
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MOORE 24 Best boat. Best buy. \$10,500. Excellent condition. Includes: trailer, radio, 6 bags of sails, outboard motor and much more. Call Jim 435-1213 days; 435-9341 evenings.	EMOTIONALLY MATURE WOMAN SAILOR Wanted to develop an intimate, committed relationship and to share a several year cruise on 38-ft sailboat. Help me create and environment of peace and love that will facilitate spiritual and emotional growth for both of us. I am 52, very fit, divorced physician. Please write and see if we share the values, goals and interests that make for a healthy relationship. You will find me gentle, warm and sensitive. Sailor, #219, 2210 Wilshire, Santa Monica 90404.	KRIEGSMARINE SEXTANT Plath, #26169, accepted 20 March 1941, Hamburg. Excellent condition. Wide field facilitates quick, accurate sights. Rare WWII memento. Swastika and eagle on arm, original case. Best offer over \$2,000. Floyd Jack, 831 Gibson Ave., Eureka 95501.
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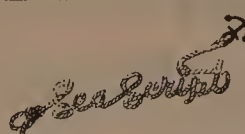
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SAILING GEAR New: Henri Lloyd floater jacket, medium: \$200; 45-lb CQR: \$160; 22-lb Bruce; MOB pole: \$70. Used: S.F. Bay 12 sailing dinghy: \$1,100. P.O. Box 2335, Sta. A, Berkeley, CA 94702.	FOR SALE: DIRTY THIRTY — OLSON 30 MORA long distance record holder, Signet 2000, VHF, depth-sounder, 7.5 hp outboard motor, 7 headsails, 4 spinnakers, 2 mains. Includes trailer. \$24,000. Ron Gross, work: (408) 553-2940; home: (408) 476-5471.	NEARLY UNLIMITED USE OF 18-FT CLASSIC New England catboat (Herreshoff Americana sailboat) moored dockside Belevedere. No maintenance. \$100/mo. 348-0864.
FANTASIA 35 Well-equipped, excellent condition. Redesigned hull, sails great. Copy of sea trials available. Lived aboard for 2½ years and can attest to liveability/comfort. Hot/cold water, shower, oven, etc. Asking \$64,000. Will negotiate. If you're serious about buying a liveboard/cruiser, this is the boat for you. Call Bob, (415) 349-3800 work; (415) 769-1072 home.	SCYLLA 36 Built to Lloyds specs. This center cockpit ketch is a great cruiser/liveboard, in excellent condition. Loaded with a total investment of over \$99,000. Buyers market and owners departure from Bay Area dictates sale at \$76,500 firm. (415) 937-6495.	42-FT PEARSON, 1981 KETCH Immaculate condition, well-equipped. Exc. layout for cruiser/liveboard. Abundant storage, 6'4" headroom, sep. shower. Westerbeke 58 hp diesel (500 hours). Light, airy & comfortable interior. Orig. owner, never in charter service. Berkeley berth. (408) 274-5784.
CAL 20 GOIN' BANANAS Sausalito berth. Race trimmed w/adj. backstay, etc. 6 hp Evinrude. North & Leading Edge sails. Must sell due to purchase of second boat. Reduced. \$3,500. (415) 981-0440 days, ask for Greg. (415) 332-6335 eves.	CHEOY LEE OFFSHORE 27 Good solid fiberglass pocket cruiser. Teak over fiberglass deck. Standing headroom. Well-equipped. Hauled Fall '86. Volvo MD1 needs work. Loan interest deductible. Emergency sale. \$16,500 firm. (707) 575-7888.	40-FT SEA WOLF KETCH Bristol condition, rebuilt drive train. Fiberglass hull, new fresh water system, fireplace, electronics & sound system, 8 sails, diesel engine. \$59,000. (213) 375-9918; (213) 512-1020; (213) 478-4251.
HELP WANTED Busy service department requires a Service Manager. Must have diesel engine and 5 years marine experience. Call Barry (415) 436-4649.	PEARSON 323 1979, white hull, Volvo dsl, h/c press. shower, Lectra San legal head, 3-burner CNG w/oven, wheel steering, chrome hooded compass, dodger, VHF, km/depth, cushions, custom upholstery, Coyote berth avail. \$45,000. Clinton, (415) 369-0943.	OLSON 30 Immaculate performance vessel with custom LPU cabinsides, 9 bags of sails, new Johnson o.b., VHF, knotmeter, compass, RDF, battery charger, man-overboard pole, float cushions, ground tackle & recent survey. \$21,950/offer/trade. (415) 522-5900.
NEED PARAGON GEARBOX Replacement unit or parts for my Westerbeke (Perkins) 4-99. Direct dirve model 1XE. I need all the guts and the engine gear. If you can help call 331-0250.	SPINNAKERS FOR SALE I = 50.5; J = 16.5; luff 52'; foot 32'. 3/4 oz. tri-radial, good condition: \$800; 1.5 oz. tri-radial: \$400; 1/2 oz. tri-radial, superb condition: \$800. Eves. 465-8439.	ROSS 930 30'6" LOA, 3,800 lbs, fractional rig, VHF, Datamarine km, fathometer, tw. Suunto compasses, 2 mylar self-tacking jibs, mylar 155% genoa, reaching & running spinnakers, Honda 10 hp o.b. w/alternator. Full interior. Exc. cond. (415) 831-0221
REDUCED 1983 Sea Ray 25'5", 8' beam, 260 hp Merc cruiser. Bow & midship bunks, VHF radio, depthfinder, compass, full Delta canvas, tandem trailer w/surge brakes, like new. \$30,000. (707) 894-4711.	J/29 Join one of the most active fleets on the Bay in time for the 1987 season. Fully race equipped, 9 sails, full interior, 10 hp OMC outboard. Excellent condition. \$32,000. (415) 321-4074.	SANTANA 22 Good boat, 3 jibs, all sailing line leads aft for singlehanding. Alameda berth. \$4,000. Call Jerry before 1 p.m. (408) 251-6436; After 4 p.m. (415) 960-5212.
MONTGOMERY 17 Rugged lapstrake hull. Shallow draft fixed keel with centerboard. 6 sails, storm jib to spinnaker. Windvane steering, Johnson outboard, achors, compass, trailer. A well-equipped little cruiser. \$8,400/offer. (916) 481-3199.	30 MOD H-28 KETCH New dsl engine shaft and prop. Excellent condition thru-out. Boat is beautiful & ready to go cruising, liveboard, whatever. 2 boat owner forces quick sale. First \$18,500 takes. (805) 984-0865.	CAL 27 AND ROWBOAT 1973 in top condition, 8 bags, 7 winches, VHF, RDF, ds, stereo, Autohelm 2000, Johnson 9.9 el 8' dinghy. Many cruising extras. Controls aft. Winner many trophies. \$14,000. Bolger 15'6" glued lapstrake mahogany rowboat. \$1,850. 461-6347.
42-FT STEEL SCHOONER HULL Ted Brewer multichine design. Professionally built and included are masts, booms, sails, blocks, engine (Scatra CUA system), water heater, water tanks, marine plywood for interior, 11' dinghy shell, ballasted, building shed. \$37,000. (503) 363-0121.	CATALINA 27 — SALE OR TRADE 1972. Inboard gas, 110 & 150 genoa, VHF, knotmeter, stereo, good condition, Emeryville Marina. Asking \$14,250 or will trade up for late model Catalina 30. Bob 451-6000/376-8992. Marc 548-8200/524-6060.	1/3 PARTNERSHIP — CATALINA 30 1978. Immaculate condition, new interior, dodger, Atomic 4, wheel steering, recent survey. Moored in Alameda. \$2,000 plus monthly payments of \$150 which includes moorage and loan payment. Phone (916) 891-6791.
NEW 140% GENOA SAIL Made by Sutter. Fits boats 28' to 32': \$550. Looking to buy a roller furler for 30' Catalina. Phone (916) 891-6791.	MAUI, HAWAII Enjoy Maui while making \$. 41-ft Coronado sailing yacht, exc. cond. Fully equipt. Diesel. Documented. 3-year established charter business. Must sell for medical reasons. Serlous inquiries only. \$85,000. (808) 879-7608 eves.	28-FT GLASS OVER PLYWOOD SAILING HULL With 10 hp Sabb diesel. Needs to be finished. \$3,000. (916) 241-1255 eves. Ask for John.
USED RADAR WANTED I'm looking for a used radar system in full working condition for a sailboat. Call Gary, (415) 324-0691 days; (415) 322-8110 eves.	HAWAII 41-ft Coronado sailing yacht, exc. cond., fully equipped. Diesel. Fantastic opportunity for a couple who wants the excitement of chartering in Maui, Hawaii. Serious inquiries only. \$85,000. (808) 879-7608 eves.	PACIFIC 30 SAILBOAT Class coastal cruiser, Barney Nichols design, 6000-lb displ. 30'x7'6" beam x 4'10" draft. \$7,300. Sausalito. (415) 332-2060.
END SEASICKNESS FOREVER Without pills, patches or harmful side effects. Harness the power of your subconscious mind thru Hypnosis. Use relaxation and breathing, inner rehearsal, desensitization, self-hypnosis. Call for information and appointment. Darrol Shillingburg, certified hypnotherapist, Alameda, (415) 523-5712		 DOUG SHOTTON MARINE SURVEYOR (415) 931-4384 P. O. Box 2257 San Francisco, CA. 94126
VANCOUVER 32 PILOTHOUSE CUTTER A high-performance world-cruiser designed by Robert Harris, N.A. Exceeds Lloyds specs. \$75,000 w/sails. Save \$\$ on our demo. The Vancouver Co., 475 Gate 5 Rd., Ste. 214, Sausalito, CA 94965. (415) 331-2393		
COLUMBIA 34 CRUISING SLOOP \$37.5K. Best offer. Trades considered. JIM IRWIN, Broker. (415) 883-9750.		CHARTER A PASSPORT 40 SAILBOAT Sail the San Juan Islands Fast, comfortable 40' sloop, dinghy, dodger, full instrumentation, roller-furling headsail, two private staterooms, head w/shower, propane stove w/oven, refrigeration, VHF, stereo, and much more. Call (206) 821-1208 for more information.
		— RACE READY — Fully equipped Cal 29 available for charter during the 1987 race season. Spinnaker or non-spinnaker division. Berthed Gas House Cove. Call BAY SAIL CHARTERS for details. (415) 386-2070.



CORONADO 25 One of the nicest. Good sails, Honda 10 engine. 1983 National champion, but lightly raced. You must see this boat. J. Piereth, 441-5970. Strong, friendly class association. \$5,500.	'78 MORGAN 30' OI Solid coastal cruiser w/surprisingly spac. int. Strong 22 hp Yanmar dsl, 3-blade prop, wheel, 5 good sails, proper ground tackle. All the essentials & many extras. \$21,000/OBO. Call (805) 373-2618 days; (805) 492-1333 eves.	LET'S TRADE My 30-ft Columbia sloop for cutter or sloop rig in 40-ft range. My boat is in very good condition. 6 sails, VHF, stereo, df, km and log. Also will sell for best offer over \$22,500. (707) 746-0899.
ERICSON 27 — BEST ON THE BAY 1977, diesel, wheel, 3 sails, lines led aft, all teak interior. Fully equipped for cruising — compass, depthsounder, knotmeter, VHF, Princess stove, Rattan head, anchors, lines, fenders, safety equipment. Asking \$22,500. Call (408) 259-3060.	BRISTOL CHANNEL CUTTER Bluewater cruiser, includes 6 sails (2 roller furling), autopilot, windvane, Bukh diesel, knotmeter, log, depthsounder, VHF & ham radios, dodger, f/g dinghy & inflatable, safety gear (EPIRB), windlass & 4 anchors. \$56,000. Richard (808) 621-7392.	"ISIS" 32-ft sloop, Mull design. Full complement of sails. 1-cyl. diesel & electronics. Rigged for the singlehanded sailor. Sell outright or half partnership. Don't miss it! (707) 745-4271.
WESTSAIL 42 AND ST. FRANCIS SLIP Outstanding liveaboard & bluewater cruiser. Prof. completed in '81 but never cruised. Pathfinder 85 hp dsl w/only 190 eng. hrs. Loaded to cruise. Cost over \$200,000. A steal at \$95,000 plus 45-ft S.F. Marina slip. Gail 775-0157.	DELTA PROPERTY 8.8 acres of unimproved land w/250-ft or protected frontage on San Joaquin River. Existing 41-ft dock needs some repair. Excl. set-up for summer getaway, ski club house, hunt club house, or even small farm. Owner will finance. \$39,500. Gail 775-0157.	1/4 LEASE OF MORGAN 38 Use only, no hassle 1/4 use interest in a great S.F. Bay boat. A solid bluewater cruiser makes an exc. weekender or daysailer. Fully equipped & maintained. An alternative to the high cost of owning. Must be qualified. \$250/month. (415) 328-2408.
CAPE DORY 25D 1983. Like new, little use. Diesel with low hours. Sleeps 4. VHF, depthsounder, knotmeter, genoa. Quality throughout. Looks & sails like a much larger boat. Will finance or trade. \$27,250. Consider offer. (415) 574-2358.	CATALINA 27 SAILS We want to become racing savages! We're selling our 150%: \$400. Cruising spinnaker: \$350. Both Neil Pryde, great condition, O.B.O. Will trade either for 120% in excellent condition. Also tired main: \$100. Cliff 237-4906.	MUST SELL Garden designed Force 50 prototype. Needs lots of work. Great bargain for right person. Best offer over \$61,000 mortgage accepted. Dave Benson, 235-5773 or 392-4443.
RANGER 26 Immaculate in & out. Loaded & ready for Bay or ocean sailing. Double lifelines. New winches, VHF, knotmeter, ds, bottom, sail cover in May 1986. Never raced. Tall rig. Call for spec sheet. Matthew Cahn, (415) 431-1463. \$13,000.	CAPTAIN SAYS! We need a bigger boat. And she's right! Sq. for sale, Columbia 28' in good condition. Tabernacle mast, ap, VHF, ds, km, refrigeration, Atomic 4, 5 sails, new bottom paint. Plus more. Best offer over 11K. Terms possible. (213) 739-5940.	1984 HUNTER 37 Cutter rigged, great sailer, good liveaboard, remodeled interior & rigging. Propane stove & heater, lots of electronics. Price under \$70K, negotiable, may help with d/p. Survey value over \$80K! Might trade down. (415) 376-3929 eves. only.
HUNTER 30 Clean, roomy liveaboard in exc. cond. 7-ft closet space, Adler-Barbour refrig-freezer, h/c press. water w/shower. Low maint., easy singlehanded sailer, self-tending jib, like-new Yanmar dsl, km, fatho, VHF, all safety equip. \$29,990. (415) 364-9662.	SAIL THE MASTER MARINERS! Beautiful 35-ft wooden yawl built in 1960. Excellent condition. Great liveaboard/cruiser. Open to creative financing. \$36,000. (415) 845-6759.	WANTED Great Pelican. Please call Phil Nevearez, (415) 846-3941. Also for sale, Santana 22, loaded with gear and trailer. All in excellent condition.
PROGRAMMABLE CALCULATORS Texas Instrument 58C & 59 w/PC-100A printer & battery pack charging. Modules include Loran-C, Marine Nav., Elect. Eng. & Master Library. \$250/offer. Call (206) 675-1401.	53-FT EDSON SCHOCK CUTTER Brightstar was originally built in 1935. She is currently being completely rebuilt to the highest standards at the best boatyard of its kind in the Bay Area. Brightstar has been totally gutted, had all the floor timbers and keelbolts replaced, 68 frames replace (not sistered), 1/3 of the planks replaced, new deck, new house, new cockpit, new standing and running rigging, new tanks, new electronics. Buy now, have the interior done to your specs. \$130,000. (415) 233-5441 Jeff.	CATALINA 22 Great Bay boat in fine condition. Has fin keel, Honda 7 1/2 outboard and North sails. Berthed in Sausalito. Asking \$3,900. Call (415) 332-4645.
CATALINA 30 1981. Furling, cabin heater, h/c pressure water, diesel, wheel, knot/depth, new drifter. \$35,000. (408) 247-9324.	FOR SALE 2 brand new Lewmar 46 self-tailing winches: \$800 each or \$1,500 pair. Used PM-400 Honda generator: \$200. Used 25-lb CQR w/25' 3/8 chain and 200' rode: \$200. (415) 331-5725.	RANGER 33 Performance Bay, Delta and coastal cruiser. 7 sails, headfoil, 5 halyards, 10 winches, windpoint/windspeed, knotmeter, VHF, pedestal steering, Atomic 4, recent haulout. For sale or trade for 32-36-ft bluewater cruiser. \$39,000. Frank, Tracy, 527-3394.
TRIMARAN 48-ft Piver liveaboard. VHF, shower and propane stove/oven, diesel power, water pressure and refrigeration. Needs work. Call days (408) 263-7633; after 6 (415) 697-6543.	ISLANDER 30 MKII Exc. cond. Good racer/cruiser. Delta rigged. New sails, covers and bottom. Shore power, spinnaker, stereo, feathering prop, pressure water, refrigeration, depthsounder, km. Many features. Priced to sell. \$26K. Bob Brown, Stockton, (209) 477-8201.	YANKEE 30 1972 MKII, S.S. design cruiser/racer, Atomic 4, Martec prop, 4 sails, spinnaker gear, kerosene range-oven, electronics, heavy duty ground tackle, U.S.C.G. equipped, new upholstery, good condition, doc. \$23,900. Contact Bruce (206) 383-1888.
CAPRI 25 1980. North sails & spinnaker, 4.5 Johnson o.b., trailer, etc. \$11,500. Jeff, (916) 742-9432 eves.	54-FT FERRO KETCH \$56,000 with excellent terms, cash, much lower price. 80 hp diesel, 6 bags sails, refrig, stove, h/c pressure water, 2 heads, shower, much more. I will mail details & pictures. Hal, wk: (415) 930-0930; hm: (415) 228-2277.	ERICSON 32 — ONE HALF INTEREST FOR SALE Exc. cond., professionally maintained, recently surveyed, one owner (purchased in 1979), mast and boom painted white. Upwind 35' transferable slip near yacht club in Berkeley Marina. Must be seen to be appreciated. (916) 966-1297.
GULFSTAR 43 — \$79,000 Bluewater cruiser returned from Tahiti. New survey, excellent condition and equipment, below market price. In Hawaii, will deliver to west coast, your crew or mine, this summer. (415) 935-2136 owner.	SMALL BOATS GALORE Three FJ's, one FJ trailer. Sailnetics. \$1,100 each. \$150/trailer. Force 5 in beautiful, almost new condition: \$1,000; Hobie 14, on trailer, kept in garage: \$900. 441-5970, ask for Jane.	COLUMBIA 29 MK-I AND BOAT GEAR Long keel, f/g, 6 sails, 2 anchors: \$9,500/O.B.O. Half price on 25 CQR, 100' chain, 22 Danforth w/line, RDF, Ebc sextant, strobe, new VHF ant. & lead, charts S.F. to W. Indies. P.O. Box 373, Rio Vista, CA 94571.
31-FT BROWN SEARUNNER TRI A-frame, includes: Larsen sails, Ballenger spars, Barients, all hardware Schaefer. 95% complete. Trades possible. Can deliver. \$15,750. (916) 989-3407.	23-FT BEAR Designed for San Francisco Bay, this classic woodie boasts a large active racing fleet and class association. Good condition. \$5,000. Call Hal, 479-4460.	
37-FT SAILBOAT TO CHARTER MEXICAN PACIFIC COAST Double cabins, fully equipped, excellent condition. Will lease. Now located Manzanillo, Mexico. Phone (333) 3-09-44 or write: Wallace, Apartado Postal 374, Manzanillo, Colima, Mexico.	MAHINA: A COMPLETE SERVICE FOR THE OFFSHORE CRUISER Chart reproductions . . . seminars . . . specialized gear . . . cruising yacht brokerage. Contact Sue Abbott, Mahina Cruising Services, P.O. Box 850, Friday Harbor, WA 98250 (206) 378-2393.	
SPRING MAINTENANCE SPECIAL Installations, repairs and problem solving for all onboard systems. Electrical — Mechanical — Hydraulic DEAN A. CARMINE, U.S.C.G., Licensed Chief Engineer ROSE MARINE SERVICE (415) 435-3831 TIBURON	SAN JUAN IS. BED & BREAKFAST/CHARTER VESSEL FOR SALE Unique opportunity to live/work aboard the only B&B in this lovely harbor. 60' ketch with established clientele, world-wide publicity. Sue Abbott, Windworks, Friday Harbor, WA 98250. (206) 378-2393.	
MARINE DIESEL ENGINE SEMINAR Learn how to operate, maintain and repair your diesel engine. Get hands-on experience adjusting valves, timing an engine, bleeding the fuel system, diagnosing problems and making repairs. Programs held on Saturdays. For more information, phone Technical Education Institute, (415) 233-3623.	CORONADO 25 ANNUAL RACE/CRUISE CLINIC Sat., March 14, 9:30-3. Berkeley Yacht Club 332-3380; 682-4612	

ERICSON 27 — EXCELLENT CONDITION Built 11/78, commissioned 2/79. 6'1" headroom, all teak interior. Head w/vanity & sink, dodger, wheel w/compass, loaded, Atomic 4. Will negotiate for houseboat or real estate. \$23,500. (415) 351-8583.	CRUISING KNARR #104, w/longer cabin. Exc. cond. Real performance boat w/cruising int. Sleeps 4. 30'4"x7'x4'3". Norway blt '59. Mahog. on oak. Km, ds, 6 Barients. Full cover, head, spin. '83 mast, rigging, 7½ hp Evinrude. Reduced to \$11,000. (415) 641-4421.	RAWSON 30 LIVEABOARD — \$19,500 Buy in winter, save \$. Solid f/g cruising sloop. See berth G4, Corinthian YC, Tiburon. (415) 334-4969 preferred; (415) 541-1527 work, ask for Lee. Partial trade Santana 22 ?
CATALINA 30 (TALL RIG) Fresh water boat, Atomic 4 engine, VHF, depthsounder, compass, km, self-tailing winches, 110 AC dockside power. Deluxe teak trad. int., stove/oven, am/fm, many custom features. Bristol cond. Owner moving up. Asking \$30,500. (209) 334-3674 eves.	AQUARIUS 21 Stout C/B cruiser with 5 bags of sails, heavy duty trailer with surge brakes, one pull outboard and more. We love it but we're moving up. \$3,750. (707) 275-0426 after 6 p.m.	IRWIN 25 — 1971 Swing keel, 9.9 electric start, 4 berths, sink, stove, icebox, table, head. Bimini top, DeWitt sails, depth, compass, 2 anchors, VDS, bottom 6/86. \$9,100. (707) 577-3113 days; (707) 539-9409 eves.
EXPRESS 27 WANTED For purchase or partnership or bareboat charter (day use or long-term) or lease/option. (415) 388-6531 eves.	CHRYSLER 26 "REDUCED \$\$\$" Very good cond. 6'+ hdrm. Sleeps 6. Enclosed head. Propane galley: sink, icebox. T/W trai. Am/fm cass, TV, ICOM 55 VHF, i.b. ing. + cont. 10 hp o.b. Call for extras. \$10,000. (707) 526-6722	CLASSIC SAILING SHIP — 104' KETCH Well-maint., sea-kindly world-cruiser. 2 wood fireplaces, 12 rooms, 3,000 sq.ft. sail. Fun liveaboard, great party ship, all teak decks. Loaded with extra gear. Skandia dsl eng, 8K. (\$500,000 to replace) Asking \$200,000. (415) 331-2044 for details.
CAPRI 25/MYOB This boat is in immac. cond. Incl: 6½ auto start Johnson, Porta-potti, full instrumentation, lights, radio cassette, full wardrobe of sails, 100%, 130%, 150%, spin. Quick sale as owner moving to Australia. \$10,000/ONO. Michael Rogers (415) 331-6266.	25-FT JIM BROWN SEARUNNER TRIMARAN I have two boats, must sell one. Prof. built, cutter rig, 5 sails, 4 hp Johnson o.b., 2-burner stove, 2 anchors, Porta-potti. Ready to sail. \$6,500. Call 235-2759.	CATALINA 27 Great Bay/Delta cruiser, beautifully maintained & ready to go. New epoxy bottom, oversize winches, adj. backstay, traveler, spin. hardware, VHF, km, ds, cust. int. w/propane oven. Too much gear to list. Call for details. \$13,900/offer. 881-0636.
ERICSON 27-FT SACRIFICE! Great condition, sleeps 5, teak trim throughout. Atomic 4 Universal gas engine, depth meter, radio, enclosed head, alcohol stove, sink, ice box, many extras. Must sell, have a second boat. \$17,000/offer. (408) 732-8325.	1984½ CATALINA 36 — TALL RIG Loaded for cruising. Self-furling genoa, mainsail & cockpit covers, self-tailing winches, custom cockpit table, cockpit cushions, painted mast, dual anchors, man-overboard gear, deluxe boom vang, Martec & standard prop, safety pkg., ac/dc refrig., CNG stove, auto bilge pump, Hzn. depth, Signet 2000, Signet 1500, Sitex Loran C, Maxi VHF, am/fm stereo cassette & equalizer, int. & ext. speakers, dual auto battery charger, hot water heater, plus misc. gear. Over \$82,000 invested. Owner anxious, first offer over \$64,500 will steal this excellent cruiser. Call (408) 429-9152 eves. and weekends.	VEGA 27 — GREAT BUY 8 sails, including club ft. jib, jiffy reef, km, ds, VHF, 12 hp i.b. & much more. Nice wood int. Sleeps 4, galley & head. Needs bottom paint & annual maint. Buy before I do it & save. Pt. Richmond berth. \$14,000. (707) 664-8910.
NEWPORT 41 Excellent design, points very high. Perfect cruiser, displaces 18,000 lbs. 4 headsails, backstay adj., autopilot, S/T winches, VHF, ROF, folding prop. Asking \$73,000. Will entertain serious offers. (916) 689-1667 anytime. Berthed in Vallejo.		FOR SALE: CATALINA 30 Diesel, Edson steering, Datamarine instruments, CNG stove/oven, Electra-san head, etc. Clean, fresh bottom and ready. \$28,500/OBO. Call Jim at (415) 820-2126.
MacGREGOR 25' 1984 super clean with trailer. 3 sails, s.s. boarding ladder & galley. 7.5 Honda. This boat is like new. Used in fresh water only, but hardly ever used them. \$7,000. Call (916) 484-0232 or (916) 486-0589.		CHEOY LEE 25 Heavy displacement pocket cruiser built 1964 of fiberglass with teak deck and cabin. No blister problems. Monterey mooring included. \$8,500/trade considered. (408) 625-0494.
J/22 Purchased new 1985. Exc. cond. Race equipped. Dacron main, 150 mylar, 100 dacron, 3/4 oz. tri-radial spin. used twice. Knotlog, 4.5 Johnson, anchor & safety, Calkins trailer. Over \$18,000 inv. Ask. \$14,000/OBO. Jay or Dave (408) 475-5411.	OK DINGHY Selling my own OK to make room for another. New 1986 plywood/glass/epoxy NZ Lidgard sail, double-ended controls. Suction bailers. Trailer available. Dryer than a Laser and fast. \$1,600/OBO. (408) 427-1709.	COUPLE INTERESTED IN CREWING To and/or from Hawaii/So. Pacific, or Mexico. We're fun, energetic and give 100%. We both have done a little leisure sailing on the Bay. Like to depart around mid-June. James and Robin (408) 429-6091.
CLIPPER MARINE 21 1971 18-in. draft with swing keel, in excellent condition. VHF, 1984 8 hp o.b., 4 sails. Upgraded winches & genoa tracks, life lines. Trailer w/electric brakes & one man mast raising adaptation. \$4,500/OBO. (415) 967-0417.	ISLANDER 30 II Set up for Bay & Delta cruising. Includes radio, depth, knot, pedestal steering, 5 winches, dodger, 150, spinnaker plus working sails. Dinette interior, cockpit cushions, & sun shade. Coyote Pt. berth. \$22,500. Eves. 948-6935; days 365-0412.	HAWKFARM '78 Wylie 28 performance racer/cruiser. Well-maintained, well-equipped. Active one-design class. Extremely well-built & easy to sail. Will consider partnership or trade for ultra-light. John (415) 424-0700 ext. 243 days; (408) 429-1423.
VENTURE 25 Swing keel sloop on trailer. Fully equipped with Honda 7.5 o.b., VHF radio, depthsounder, knotmeter, compass, 5 sails, anchor, Porta-potti & origo stove. \$6,000. (408) 224-2128.	PLEASE STEAL MY PEARSON — \$7,000 Ariel #96. Bulletproof family cruiser/racer. New rig, new rudder, perfect survey, you polish it. First class everything. No cash? Don't call. (707) 874-3018.	ISLANDER 37 Fiberglass sloop. A great buy at \$34,000. S.A.S.E. to Box 15, Kenwood 95452 for specs Or call (707) 833-2101.
1915 CAVIGLIA & CASTAGNOLA 46' wood fishing/work boat. Loran, VHF, CB, wood Freeman, paper machine and flasher, sink, stove, 471. Vallejo berth. \$7,500. (707) 552-2659.	HANS CHRISTIAN 38-FT MKII SAILBOAT Custom built & equipped to highest safety, comfort and performance standards. All upgraded sub systems. Outfitted for extensive cruising, rigged for man/wife crew. Extensive teak and marble, bristol condition. Raytheon VHF & Loran, Datamarine wind/speed/log system, 1000' Fath. Woodburning fireplace, Avon, EPIRB, RDF, 50 hp diesel w/320 hrs. Oversized Barient winches and dual CQR ground tackle. Being relocated, must sacrifice. \$106,000. Reduced from \$115,000. (415) 427-4656.	CONSENSUS C&C DESIGN 30' 1977 Lancer sloop. \$25,000. Pineapple racing sails. Yanmar i.b. diesel. Pedestal steering wheel, 6 winches. Royal blue hull/interior. Teak/holly sole. Serious inquiries call for detailed list of equipment. (415) 392-3456 days; 981-3332 eves.
SHIPMATE WOOD STOVE Nearly new model 212, complete. 150' 3/8 chain, new. Oiver's dry suit, Imperial neoprene, very good. Ken (415) 549-0175.		DISGUSTING I must sell this boat. Buyer will get a great deal on 1981 33' Hunter. Great liveaboard. Great sailing. Lots of extras. \$41,000. Call 882-9911 days or 435-3079.
PLEASING A WOMAN ON A BOAT Our new brochure is a guide to that magical balance of space efficiency and romance that makes a boat into a "special place". We design and build "special" boat interiors. Nyle and Roxanne Seabright — (415) 234-5527		1980 ISLANDER 36 Excellent condition, loaded with extras. Replacement cost \$110,000, appraised at \$80,000. Must see!! Selling below loan balance. \$49,500. STOCKDALE MARINE (916) 332-0775
WATERFRONT HOME \$149,500 OWC. Mare Island straits, Vallejo. 2 br, 2 ba, kitchen, fireplace, plus cnttge w. 1/1 plus kitchen. Garden. Patio over water. Open Saturdays by appointment. Grubb & Ellis. (415) 922-7100 or (707) 642-2555. Contact Gardner Mein.		TRAILERABLE SAILBOATS New & Used, 7' to 31'. STOCKOALE MARINE & NAVIGATION CENTER 4730 Myrtle Ave., Sacramento, CA 95841 (916) 332-0775.
WOOD VARNISHED OR OILED Detailing. Hulls and Oecks Compounded and Waxed. (Remember me at Haulout Time) Washdowns. Upkeep programs tailored to your needs. (I cover the entire Bay Area.) AUORE BEAUCHAMP (408) 736-1637		MARINE CARPENTRY Woodrum Marine — Boat Builders — New boat construction or major restoration specializing in interior & exterior alterations. All phases of wood and glass repair.  25 years experience




FOR SALE Simpson Lawrence anchor windlass, 2-spd, 1,100 lbs. pull. 8 mo. old: \$400; Ray Jefferson 30 amp batt. charger, operates on 110/220 input, 2 mo. old, Xmas pres: \$200; 4 Trojan 80 deep cycle marine batts, 3 yrs old: \$90 ea. Paul eves. (415) 368-0724	56-FT STONE CLASSIC 1928 wooden yawl, U.S. documented, needs work. Equipment list & sail inventory available. Vessel located Marina Bay, berth #247, Richmond. Asking \$15,000/best offer. Contact Dave Noble, (707) 762-6197.	CAL 2-29 Excellent condition, new rigging, new diesel, bottom painted in Jan. Windvane, VHF, Loran, knotmeter, log and fathometer. \$26,500. (707) 224-2884.
ONE-OF-A-KIND ARIES 32 Fast, comfortable, liveaboard sloop with uniquely different, salty and practical layout below. Sit down chart table. 2 dbl. berths. Big head. Westerbeke diesel, low hours. VHF, ds, km, etc. Solidly built in '79 of rugged fiberglass, teak and holly. This proven, classic design's in excellent condition and, dollar for dollar, the best all-fiberglass cruising boat buy on the Coast. Moving aboard new boat so I'm ready to sell. \$41,000. Michael Latta 331-6909.	47-FT WOODEN CLASSIC Sparkman & Stephens 1934 sloop. 39'6" LWL. 6' draft. Mahogany on oak, flush teak deck. Located in S.F. Bay Area. (818) 789-6423.	RANGER 23 — READY FOR OPENING OAY 1975. Terrific Bay boat in excellent condition. 1982 Evinrude 7 1/2 o.b. New sail cover, hatch cover, spinnaker. See at Clipper Yacht Harbor, Basin 2, berth 229, Sausalito. \$9,500/offer. 457-9721.
CASHIERS WANTED FOR RETAIL STORES Full or part-time, locations in Sausalito, Oakland, Palo Alto, So. San Francisco. Excellent work environment. Great attitude a must. We will train. Check your local store or call (408) 476-1900 & ask for Suzanna. West Marine Products.	ATOMIC FOUR ENGINE Less than 100 hours since rebuild, includes reduction gear, prop & shaft. Runs fine, we are changing to diesel. Engine is still in our 33' sailboat & available for demonstration. \$950/OBO. Call John daytime (415) 332-5557; weekends (408) 728-5824.	HIGH SCHOOL & COLLEGE STUDENTS WANTED After school, weekends or summers. Excellent work & learning environment in retail stores throughout S.F. Bay Area & Southern California. Call your local West Marine Store or call (408) 476-1900 & ask for Suzanna. West Marine Products.
CAL 20 — S.F. MARINA BERTH Rigged for racing, Harken blocks, Bariet winches, many sails include spinnaker & Mylar jib. Micron bottom. Cushions. West Basin slip. \$3,800. Hm: (415) 525-3477; wk: (415) 930-7550.	CAL 25 3 jibs, spinnaker, spanker, sink, enclosed head, 2-burner stove, knotmeter, 6 hp Evinrude. \$7,495. (415) 339-8389.	ERICSON 30 Bristol condition & looking for good home. I was built in 1969 w/Atomic 4. I have 9 sails, ds, ws, km, dc & Autohelm. Please call Warren to see me. Days (415) 841-0511 or eves. (415) 569-3654. \$23,500.
CATALINA 25 '85, fixed keel, pop-top w/vinyl enclosure, 10 hp o.b., 4 sails, full instrumentation, battery charger, dockside power, backstay adjuster, equipped galley, sinks, head. Brisbane slip. Excellent condition. See it & make offer. (415) 345-1480.	DISTRESS SALE A Hunter 38 Express cruiser, mahogany on oak frames, rebuilt 3 years ago. 2 Crusader V8 engines rebuilt & reinstalled then, but not hooked up. A great liveaboard and/or fishing boat! Harry, (415) 367-0660.	PIER 39 BOAT SLIP RENTAL Premium 36' upwind facing slip on C-dock. Available immediately. \$225 month. Shopping, restaurants, security guards, shower, discounted parking, phone connections. Call (415) 523-9638 evenings please.
LIDO 14 Great little one-design sloop, yellow hull, kelly green deck. Like new. Complete with trailer, sails, anchor, hiking straps, compass, level, bergie and paddle. Great for local racing, lakes and learning. \$2,500/offer. (415) 769-6140 after 5 or weekends.	CORONADO 25 With Johnson 9.9 hp electric start and gear. \$5,000. (415) 326-5990 eves.	ERICSON 30 — 1983 Excellent condition, ready to enjoy. Universal diesel, wheel steering, extra headsail. Depth, windspeed, AWI, knotmeter & log, VHF. Many extras. Price is very negotiable. (415) 820-5109.
26-FT SAN JUAN 7.7 Equipped with main, 3 jibs (110,130,150), spinnaker, knotmeter, depthfinder, compass, VHF, 6 hp o.b., anchor. Sleeps 5. Sink and stove. Priced to sell. \$15,000. Call (415) 284-7617.	SATNAV Magnavox 4102, 2 years old, just serviced, operates perfectly. \$1,250/B.O. Also telephone dock cord, 50-ft: \$40. Hawaii charts: \$3 each. (415) 237-2117.	CAL 2-24 — \$6,000 Fast and roomy. Enclosed head, outboard. Excellent condition, interior like new. Paul, 540-7968.
VEGA 27 1974 Swedish built performance cruiser. Full keel, fiberglass. Volvo Penta diesel. 6 sails. Full instrument package. Kerosene heater and stove. Call for details. \$18,000. (415) 372-0610.	CATALINA 27 1982. Side dinette LPG gas stove & i.b. diesel, with compass, knotmeter, depthsounder, VHF radio, 150 geno, 110 jib, boat in good condition. Now berthed in Alameda. Ask \$16,900. Call Ron (415) 635-3500 days; (916) 392-0425 wk.	CRUISE THE SOUTH PACIFIC A fully equipped & modified Cal-30 with inexpensive mooring awaits you in Pago Pago. A vet of 15,000 cruising miles, she comes with 8 sails (including spare main, trysail, spinnaker), diesel, dinghy, dodger, vane, autopilot, SatNav, much more. The premier cruising areas of Tahiti, Tonga, Fiji are just days away. For more details, photos: John McCready, General Delivery, Pago Pago, American Samoa 96799. (684) 688-7269. \$26,500.
CREW AVAILABLE Experienced racing and cruising crew desires crew position on a sailboat headed to Australia or the South Pacific. I am 29, mechanical engineer, know boat handling, foredeck, sail handling and boat maintenance. Resume avail. (415) 327-1072, Peter.	INVERTER — 1000 WATT Run AC devices on your boat's batteries. Sine wave output. 12 Vdc to 100 Vac. stable output runs computer, electronic gear, video equip, etc. \$1,500 or trade for ? Eves. 435-3932.	PEARSON TRITON 28 Cruise the Bay & Delta in comfort. Fiberglass sloop in excellent condition, sleeps 4. Galley includes stove & icebox. Priced to sell at \$10,000. (415) 236-5146 day or evening.
CLEAN ERICSON 30-FT SLOOP Well-equipped with Micrologic Loran C, Avon, ds, VHF, knotlog, 2 anchors with rode, etc., etc. \$22,000. Harry (415) 367-0660.	5.5 HP SEAGULL Longshaft, integral tank, 10 years old. Runs fine. \$300 or best offer. Call (415) 527-3727 eves.	SANTANA 22 — SALE/TROAE Recent spars & standing rig, plexiglass ports. Lines lead aft, Pineapple sails, race rigged. Wonderful Gary Mull design made for S.F. Bay. Will take Laser or Laser-type as part payment or \$4,975. (415) 467-2235.
WAVELENGTH 24 '84 in excellent condition, race ready with all Harken equip., knotlog, VHF, trailer, Mariner 5, 6 sails, easy singlehander, dry stored Brickyard Cove, also nice day sailor or weekend cruiser. Replacement \$28,500. Make me an offer. (916) 366-0370.	YAMAHA 36 — 1981 Looks like a Swan, built like a Swan, but she's faster than a Swan. Condition like new. Hand-layed fiberglass, all teak interior, rod rigging, hydraulic backstay, baby stay, boom vang, Pineapple sails 110, 130, 150. Spinnakers 3/4 oz., 1 1/2 oz., Blooper. Lots of electronics. Aft cabin, Yanmar diesel. Fast and strong cruiser. S.F. berth incl. Priced to sell, half the replacement value. \$69,500. Eves. (415) 922-1941.	A HOME ON THE WATER 35-ft houseboat, sunny decks, sunset view, perfect weekend retreat or liveaboard for couple or single. Peninsula Marina, full galley & head, low maintenance, 250 hp Chrysler engine, Volvo outdrive. \$29,995. Call Ingrid (415) 493-5000, ext. 2297.
SAILING AND WINDSURFING INSTRUCTORS Spinnaker Sailing, located on the Peninsula, needs qualified part-time windsurfing and sailing instructors. Mistral certification for windsurfing instructors and ASA certification/C.G. license for sailing instructor is desired. (415) 363-1390	ACUPUNCTURE Life-long sailor certified in traditional Chinese Medicine uses Acupuncture (disposable needles), herbs and massage to effectively treat back pain, sports injuries, headaches, insomnia, colds, smoking & many conditions. Initial consultation free. Joseph Odom C.A., 312 Laurel Ave., San Anselmo. (415) 258-9551.	
REVENUE PRODUCING OPPORTUNITY FOR SAILBOATS Spinnaker Sailing is expanding its Redwood City school and charter facilities to include operations at Pier 40, S.F. Place your sailboat at either location. For information on how to use your sailboat for income, call Spinnaker Sailing. (415) 363-1390.	LEARN TO REPAIR AND IMPROVE YOUR YACHT Learn about hand tools, woodworking techniques, fiberglassing and repair, paint systems. Apply what you have learned by building a project for your boat. Classes held on Saturdays. For more information, phone Technical Education Institute, (415) 233-3623.	
WIND & WAVE SCHOOL OF SAILING — RENT ALL!!! Enjoy a beautiful day on the Bay on a 32-ft sloop. Sailing lessons, skippered rentals, bareboat rentals & catered cruises. For more info, call (707) 745-4271.		MARINE SURVEYOR 3020 Bridgeway Suite 260 Sausalito, CA 94965 Specializing In Fiberglass Robert D. Counts (415) 990-7100

1978 LANCER 28 10 hp Honda o.b., 150 genoa, full spinnaker gear, trailer, extras. Great condition. Possible Santa Cruz sublet. \$14,500/OBO. No reasonable offer refused. (408) 335-4156.	CORONA00 25 Clean, excellent condition, great Bay sailer, 2 sets Pineapple sails, whisker pole, new compass, 6 hp Evinrude, head & galley with alcohol stove, Oyster Pt. \$5,900. (408) 926-8636.	RANGER 20 1980. E-Z Loader, 7.5 Suzuki, dodger, anchor, etc. Excellent condition. \$5,200. (916) 678-5533 days; (916) 678-4483 eves.
NOR'SEA 27 — \$37,950/OFFERS Safe, sturdy Lyle Hess design. Exceptionally well-equipped. Magnavox SatNav, Avon Recrest, reliable Yanmar dsl, aft cabin, too many features to list here! Call Jim Sherman, 1-(805) 772-8085 anytime. If you're serious about cruising, this is it!	RANGER 33 — \$34,000 A very clean & conscientiously maintained boat built in '76. Full race & cruise equipped. Barients, Slnets, 5 sails, offshore dodger, autopilot, CNG galley & will qualify as a second home for '87 taxes. (707) 257-3577 eves.	HANS CHRISTIAN 38 For tax purposes, a boat with galley & head may be considered a second residence & interest payments deducted. A great liveaboard or cruising yacht. \$81,000. Call (415) 879-0579 eves/weekends.
HOLDER 20 Excellent racer or day sailer. 4 sails w/spinnaker gear, trailer, full boat cover, many extras. \$6,500. (408) 292-2385.	1979 25+ ERICSON Excellent condition, Volvo i.b. diesel, standing headroom, enclosed head with sink, galley, sleeps 5, radio, depthfinder, safety equipment, sacrifice at \$16,250. (408) 978-2074.	SANTANA 22 1968 fiberglass sloop. Main, jib, lapper, spinnaker pole, stove, sink, life jackets, fenders, etc. Evinrude 6 hp. Very clean. Great for Bay racing or weekend cruising. Active fleet. First \$4,500 takes it. 332-9231 message/days; 331-7470 eves.
1973 CATALINA 22 '85 Honda 7.5, swing keel, trailer, full cover, galley, more. \$5,000. Days (209) 473-6083; eves. (209) 952-0585.		PROPANE STOVES 3-burner stove w/oven below: \$90; "Traveler" model propane 4-burner stove w/oven above: \$110; Free-standing wood or coal burning metal fireplace, tile faced made in Scotland: \$225. (415) 459-7292.
DREADNAUGHT 32 1980 Tahiti ketch. Well-equipped for self-sufficient cruising and liveaboard. Ready to go anywhere. Priced to sell. \$47,500. (707) 826-2511.	1983 CATALINA 22 Clean, fresh water sailed. Includes trailer, genoa, main, jib, genoa, stereo, all excellent condition. Also never used Honda 5 hp and new Barrier coat/bottom paint. \$8,000/offer. Steve (916) 894-0328.	IS IT WINDY YET? Buy my Ranger 20 & find out. 1977, dodger, standing headroom, anchor, 4 sails, includes drifter (new), head, sleeps 2. E-Z Loader trailer. Cheap at \$4,100. Call Armen at 865-1498 or leave message, 523-6700.
CUSTOM 40-FT MASON SLOOP Dbl-planked mahogany. Exceptionally fine condition. Continuously maintained. Tri-cabin layout with aft. berths, nav. sta. and walk-in forepeak for sail stowage. Exceptionally roomy with lots of storage. Awl-Grip hull and deck, alum. spars, '87 Perkins, autopilot, windvane, elec. windlass, Bomar hatches, twin poles, propane stove. A great liveaboard/cruising boat. A credit to Al Mason. Call (213) 822-3779 eves.	CLUB NAUTIQUE Lifetime membership at substantial discount, includes lessons, charters. Social club at 3 Bay Area locations. Call Stuart 938-3231.	WYLIE 28 New mast and rig, 10 bags sails includes new main and blade. Km, ds, ap/ws, VHF, Loran C. Recent interior update includes enclosed head, galley, Nav station and berths for 6. This boat is fresh and ready to continue her outstanding race record. Currently moored in Portland, Oregon. \$19,500 includes cradle. Ph: (503) 774-4848 or (206) 574-5421.
	CATALINA 30 4 sails, 3-cyl diesel. New Micron bottom, 1 year Santa Cruz Harbor sublet. Many extras. 35K firm. (408) 423-3048 eves; (408) 462-2389 messages. Scott & Krista.	
SAILBOAT CHRYSLER 26-FT A-1 cond. Very comfortable, 6'+ hdrm. Sleeps 6. Enclosed head. Galley: sink, icebox, alcohol stove. Shore water, elcctz. connection. Full length shallow & swing keel. 7 1/2 Evinrude. Lts, running lts, curtains, anchor. Saus. berth. \$9,950/B.O. 383-3268	BEAUTIFUL LAPSTRAKE DAYSAILER 19 1/2-ft Royal Danish Yacht Club Junior. Classic lines. New sails and rigging: \$2,250. Also, 1949 Dyer Dink wood lapstrake, sails & trailer: \$1,500. (415) 521-3078.	RANGER 26 Must sell. Reduced price. Gary Mull design racer/cruiser. Very clean, in excellent condition. VHF, depth, knot, compass, jiffy reef, 90%, 110%, 10 hp o.b., split backstay. Must see at \$11,000. Call (415) 345-8039.
CRUISER/LIVEABOARD WANTED 1977 or later year. 36'-45'. Will pay cash. \$60,000 max. Mail information to: Mr. Hrovat, 77 Water St., San Francisco, CA 94133 or call (415) 952-6979.	DO YOU WANT TO PLAY IN THE OCEAN? Do you have a 30' or larger sailboat? If you answered yes, you should join the PHRF fleet in its ocean racing season from April to September. Trophies, good times, windy times, raft-ups in exotic places, new friends, camaraderie can all be yours. For more information, call: Alex Malacorto, (408) 922-3270 or (408) 942-4986; Dennis Robbins, (415) 954-6757 or (415) 527-5569.	1978 CAL 34 III Exc. cond., furling jib, club jib, 110, 150, dodger, 2 anchors, wheel-steering, Tillermaster, knot, depth, compass, radio, stereo, refrig., charger, inflatable, new bottom paint, more. \$40K. (209) 229-5685 eves.
43-FT HOUSEBOAT/HOME Immediate liveaboard status. Just move in! \$10,000 cash plus pay off existing loan. \$23,000 total. Must see. Serious inquiries please. Berkeley Marina. Needs some TLC. Call Ron 548-8216.		FREYA 39 OWNERS It's time for a chat. All you present, past and future owners call (415) 332-5928 evenings. If you have information about boats out of the area let us know. Let's meet April 2 at 7 p.m. Anne & Beau Hudson.
MORRO BAY RENTAL Ideal studio loc. in secluded, beaut. setting for artist or writer. Recently remodeled, woodsy, beachfront, unfurnished 2-bdrm bungalow w/frplc, lg. deck & new appliances. \$500/mo. Box 15 S.M.Y.C. Marina, 13589 Mindanao Wy. Marina del Rey 90292.		S2 7.3 PERFORMANCE CRUISER Fast, well-balanced 24-ft w/7.5 Honda. Bristol cond. Sleeps 4 w/galley & head. New: standing rigging, working jib, Datamarine knotmeter, Newmar battery charger, interior cushions, etc. Upgraded winches. Teak interior. \$12,000. (408) 288-5092.
1973 CONTESSA 26 JJ Taylor f/g full keel sloop. Dependable 7 hp gas i.b., 2 battery electrical, VHF, 5 headsails. \$12,000 with Monterey mooring, skiff. For photo/information, Judd (408) 624-7643 eves. David (408) 646-8066 eves.	BIG BOAT FUN — SMALL BOAT PRICE '79 Tartan 10. Proven winner. 3 fleet champs, twice champ of champs. 11 sails, 4 spins, new bottom, keel, dsl, 6 Barients, ds, ws, wp, km/log, VHF, Loran, MOB pole, 2 anchors & 750' line. Trades, terms, \$29,500. Greg d-(707) 577-2307; e-526-0177.	25-FT CORONADO, SACRIFICE 9.9 hp Evinrude, 2 compasses, VHF, depthsounder, knotmeter, anchor, alcohol stove, head, sink, and deck cushions. Single handling, sleeps 5, most equipment new. Have purchased bigger boat. Winter price \$6,700/B.O. Don (415) 489-1157 days/eves.
CATALINA 22 SAILAWAY PRICE New '87 Catalina 22, trailer, motor, sails+ \$8,995. CHICO SAILING CENTER 1-800-237-1419		SOLAR PANELS TURN SUNSHINE INTO ELECTRICITY! Power everything on board your boat — even the refrigerator — w/energy from the sun! Every boat is unique, so we carry many different kinds of solar panels. Great prices on Arco, Mobil, Solarex & Kyocera panels, some w/teak frames for mounting on deck or hatchcovers. Contact GOLDEN GLOW SOLAR, (415) 364-2948, 1548 Maple St., Redwood City, CA 94063.
HOME-STUDY COASTAL NAVIGATION Learn Bay Area currents, fog navigation, Loran, dead reckoning, fixes and more through our eight illustrated lessons. Learn by doing actual chartwork. We provide practice charts & instruction manual. Your work is personally checked by us. PYZEL NAVIGATION, 86 Olive Rd., Santa Barbara, CA 93108.		APPRECIATION PLUS PROPERTIES, INC. (714) 963-0317. Costa Mesa, CA. Marine: equipment wholesale/retail, building, land, and business included. Nets \$100K. Newport Beach, CA. Marine distribution, mfg., salvage. Est. 17 years. Nets \$100K. Price: inventory only.
HANDS-ON INSTRUCTIONAL CRUISES Enjoy learning heavy weather sailing, anchoring, navigation, spinnakers & cruising skills. Join Solo TransPac skipper Mike Pyzel on a personally tailored 3-5 day live-aboard instruction cruise in Santa Barbara's offshore islands. Brochure. PYZEL NAVIGATION & CRUISING, 86 Olive Mill Rd., Santa Barbara, CA 93108. (805) 969-4195.		LANDFALL 39 PILOTHOUSE CUTTER 1978. Ready to cruise. Sleeps 9. Compasses, VHF, RDF, radar, loud hailer, alarms, three anchors, windlass, windvane, generator, CNC stove/oven, US rigged, new interior. Asking \$68,000. Flying Cloud Yachts (213) 594-9716.

COLUMBIA 50 CUTTER Launched 1982. Immaculate, fast cruiser, reinforced hull, oversized rigging. Teak interior, easy care topsides. 6 sails, easily sailed by 2. Well-equipped. Cash price: \$79,500. Will consider trade or ? (415) 592-0793 or (206) 378-3259.	SANDPIPER 1922 Alden schooner built by Madden & Lewis in Sausalito and completely restored in 1982. New interior, engine, wiring, sails and just about everything else. 36' on deck with a replacement value of over \$100,000. \$49,500/offer. Phil 435-6917.	SEAWORTHY 19-FT SLOOP Full keel, 1974 Cape Dory. Solidly built, fiberglass with teak trim, outboard, 3 sails, trailer, VHF, running lights, small cabin, sleeps 2 adults & 2 children. A great Bay boat. (408) 265-5117.
INDUSTRIAL SEWING MACHINE Perfect for canvas & upholstery shop. Consew 206-RB. Walking foot, mounted in table, strong motor. Recently serviced, like new. Can include cutting tables & misc. canvas making supplies. \$850. 533-6980.	RANGER (MULL) 22 2 mains, 5 jibs, spinnaker, Pulpits & lifelines. Barient winches. 6 hp Johnson o.b. Anchor/chain & rode. Battery, VHF, ds. Loaded!! Many extras! New bottom paint. Richmond berth. \$8,500. (415) 663-1500 eves.	25-FT TEAK FRISCO FLYER Hong Kong 1958. Volvo diesel MD1. New sails. Top grade. \$10,500. (415) 457-0615.
FREEDOM 45 GAROEN DESIGN Fiberglass hull, 101 hp Detroit diesel. Center cockpit, teak decks and interior, spacious aft stateroom, new rig & sails, new winches, all new electrical, plumbing and force air heating system. Rigged perfectly for liveaboard or cruising in classic elegance and comfort. \$125,000/offer. Full specs. Call (415) 332-6120.	46-FT LAPWORTH — REVERSE SHEER SLOOP Built in '54 by Chapman as TransPac racer. Good liveaboard, teak decks, mahogany/oak construction. Westerbeke diesel, 7 sails, Ham radio, VHF, Loran C, Aries windvane, Avon, etc. Asking \$55,000. (415) 873-5326.	LEASE (OR BUY): ERICSON 38 Beautiful, almost-new 1983 classic tri-cabin with tall rig and competition keel. Excellent sailing performance. Well-equipped for both living and cruising comfort. Berthed in San Francisco Bay. Owner seeks limited group of 3 responsible sailors to share-lease on a year-by-year basis. Cost per month for each lease-partner is \$335. Call Skip, (707) 823-0557 evenings.
RANGER 23 Desperate owner will sacrifice perfectly good Ranger 23. All offers considered. (415) 897-8679.	31-FT STEEL MASTHEAO SLOOP 1971 Dutch-built, well-maintained, ocean-going, hard chine, all steel, 9' beam, 4½' draft, 6'1" headroom, teak cockpit, sleeps 2, Volvo diesel, ground tackle, 7 sails, dodger, Sausalito berth, bargain \$25,000. (415) 453-0221 eves; 332-3780 days.	GORGEOUS WOODEN FOLKBOAT 26-FT Absolutely solid 1951 Danish-built Folkboat in perfect condition. Complete with 5 sails. New depthfinder, new Honda 4-stroke, new wiring, new lines. Partner died, must sell. \$6,900 or offer. 459-7110 weekdays.
38-FT GAFF KETCH Heavy glass const. Diesel power. Heavily rigged & sparred. This is a no nonsense deep water boat for the serious cruiser. A great deal for the right party. 57K. (415) 968-2921.	PAJARA 1937 45-ft Stephens Custom Sloop. 2nd 1941 Transpac. 1st 1985 Master Mariners Ocean Div. II. 95% restored 1978-1985. Autohelm, VHF, Lectrasan, knotmeter, depthfinder, spinnaker pole, alcohol stove, heater, EPRIB, rebuilt Grey Marine. Port Orford cedar over oak. Teak deck and cabin sides. Teak interior. 8 sails. Beautiful boat that is still quick. Sale or possible partnership. Berthed Brickyard. \$57,000. (415) 592-7216 weekdays; (415) 592-5420 evenings and weekends. Possible smaller boat in trade.	HANS CHRISTIAN 43-FT This is the one you've been looking for. For sale by private party. For details contact Gary Wells, (415) 332-2344, ext. 607.
COL 26 MKII VHF, ds, knotmeter, 9.8 Merc, compass, Autohelm. \$10,250. (415) 828-3554.	ERICSON 26 1967. Hull #33. Well-equipped and in very nice condition. New main, outboard just rebuilt. Berthed in Sausalito. Seriously for sale. \$7,300 or B.O. 332-0347 — if not home leave message, I'll get back to you.	YANKEE 30 BEAUTIFUL CONDITION The yacht <i>lone</i> , S&S designed f/g cruising-racing sloop, 5 year South Pacific veteran, fully cruise equipped. 9 bags sails, 5 anchors, Lewmar winches, 3 compasses, Avon inflatable, depth-sounder, knotmeter. \$31,000. 234-3399.
JOIE DE VIVRE Seeking mature person, possibly retiree to enjoy the good life cruising the French canals this summer & fall. Easy-going, non-smoker with no sense of time. Call 346-0196 for details, eves. and early a.m.	CATALINA 27 — 1980 Fully race equipped, o.b. Johnson 9.9. Many extras, 7 sails, spinnaker. Excellent condition. Berkeley upwind berth. \$16,500. Alex 527-8395.	42-FT KETCH Property settlement, must sell, asking \$105,000. Will hear all offers. Bill Gardner design, heavy displacement cruising boat, all teak built '75, lots of gear, great liveaboard. Sausalito berth. 324-5432 or 453-7641.
FOR SALE 1/4 share ownership Cal 27 sailboat. Sleeps 4, 2 stove, Sausalito berth. \$1,000 down & \$150 mo. Includes: ownership, berth, ins., cleaning, one weekend/month & approx. 5 days. Contact James McGreevy, (415) 331-1209.	ERICSON 26 1967. Hull #33. Well-equipped and in very nice condition. New main, outboard just rebuilt. Berthed in Sausalito. Seriously for sale. \$7,300 or B.O. 332-0347 — if not home leave message, I'll get back to you.	23-FT GAFF CUTTER Wood, built in 60's. Immaculate in every way. New sails, Yanmar diesel, canvas cover, fireplace, 12-volt refridge. This trailerable Garden design is waiting for a connoisseur. \$15,000/B.O. 331-9189.
NEWPORT 30 II Mull designed race/cruiser in strong social and competitive fleet. Clean, roomy boat, well cared for, is equipped with spinnakers, autopilot, CNG stove and much more. \$30,000/B.O. Call (415) 387-9864.	CAL 20 — \$2,400 Clean, sound hull. 2 suits sails (1 new suit). Sink, head, extras. Permanent Berkeley berth incl. Priced to sell. Richard (707) 829-2735 eves; (415) 654-3115 days.	CLASSIC ALBIN DIESEL AO-2 For sale for parts or rebuild. Trans. & reduc. gear perfect. Al Erickson, 9781 Esquon Rd., Durham, CA 95938. (916) 345-5972.
CAL 40 Pices 40 hp diesel, modern cabin design, very clean, new paint inside/outside, many sails, dodger, tiller, documented, cruise/race, liveaboard slip available. \$39,000 or assume 9% loan. Eves. (805) 647-9668.	MERIT 25 — \$16,500 Fast 1983 racer/cruiser, 100, 120, 150, spinnaker, Evinrude o.b., ds, km, compass, head. Active club racer in South Bay, many trophies. Must see to appreciate. Call (415) 866-1883.	ERICSON 27 Good condition. Must sell. Owner moving. \$17,950. (415) 728-3552.
COLUMBIA 26 MKII Excellent Bay sailer. Sleeps 5, 2-burner stove. New 7½ o.b. Has compass, VHF radio, lifelines, etc. Excellent Berkeley berth. \$9,000. Call (415) 284-7547.	10-MAN LIFERAFT Avon liferaft in soft valise. Needs re-packing and some work. As is, where is. \$800. Call Julie (415) 435-9413.	CAMPER NICHOLSON 32 — ERINMORE Beautiful, seaworthy cruising yacht. 10 sails excellent condition. B&G instruments, VHF, Ham radios, Loran, autopilot, vane, new raft and more. 54K. Contact Bob Warfield, days (415) 479-4740; evenings (415) 457-4901.

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<p>J/24 Great shape. 7 sails, lots of gear, trailer & outboard. \$9,900. Sam 865-3711.</p>	<p>HANS CHRISTIAN 39-FT PILOTHOUSE Great cruiser or liveaboard, cutter rigged, Tanbark sails, beautifully maintained varnish. Commission 1983. Radar, refrigeration, 5 kw diesel generator, Combi instrumentation, Combi Autohelm 5000 with remote & windvane attachments. Diesel engine with 250 gal. capacity. Propane stove, large shower, head, 2 sinks, 2-speed self-tailing Barent winches, large custom boomkin, inside and outside steering. Large 8 battery capacity w/charger. Insulated backstay. Many other extras. Berthed in Alameda. \$139,000 or offer. (415) 522-2362.</p>	<p>20-FT WODDEN SAILBOAT Beautiful 95% restored cutter. Over \$2,500 invested. Lots of bronze & mahogany. Sell for \$1,500 or trade for truck. Free Loch Lomond slip with boat. 457-9112.</p>
<p>ERICSON 27 Inboard, fully equipped. Partner moved to L.A. Must sell. \$14,500. Call Jack Brown for details. Days (408) 735-9550; Eves. (408) 257-6194.</p>		<p>ISLANDER 30 MKII 1975 Fully equipped for racing or cruising. Wheel, diesel, 9 winches, 4 sails including spinnaker & new 110% jib. Knotmeter, radio, new depthfinder, compass, with excellent interior. Must sell, liquidating partnership. \$26,000/offer. (415) 820-5954.</p>
<p>27-FT LANCER POWER SAILER 1983, 140 hp, 150, furling, wheel, aft cabin, head, teak interior, excellent condition. Professionally maintained. \$23,000. P.P. (714) 496-9365.</p>	<p>FORTY-FOOT SLIP TRADE Explore San Francisco Bay this summer! Any boaters from Santa Cruz Lower Harbor interested in trading your 40' slip for our 40' slip located in Peninsula Marina, Redwood City, for one summer month, call Aleta (408) 298-1414, ext. 240.</p>	<p>PRICED FOR QUICK SALE Pearson 323 — 1982 Excellent condition, Volvo diesel, knot & depth meters, hot & cold pressurized water, dodger, much more. (415) 254-1892.</p>
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<p>CATALINA 30 — \$30,000 Fully equipped. Better than new. Call for more info: Judie (415) 283-3837.</p>	<p>CRUISING PARTNER Like to find independent experienced & serious sailor to participate in Bay sailing & longer cruise. San Francisco to Florida. Please call (408) 375-0528.</p>	<p>INTERNATIONAL FOLKBOAT 26-ft full keel sloop. Hand laid-up f/g hull & deck. 5 headsails incl: spinnaker. Km, ds, VHF, Autohelm, windvane, dodger, Delta canvas and more. Beautiful teak interior. Sailing lessons if desired. For photo/info: (707) 996-1954. \$13,000.</p>
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<p>FOR SALE Columbia 30-ft sloop. Refer., shower, w/H&C, ds, Loran, Atomic 4, davits, strong and seaworthy. 5 sails. Offers. Call John 479-1923.</p>		<p>PEARSON 30' SAILBOAT — 1975 Very clean, Atomic 4 engine recently surveyed and serviced. Parquet floor, phone, TV & VCR. Survey 7/86. Good sailing and/or liveaboard. \$28,000/B.O. Rick 331-0715.</p>
<p>FOR SALE Galley-Maid alcohol 3-burner stove with oven. Very clean! \$150 or best offer. 459-4853 leave message.</p>	<p>BAJA OR BEYOND Polaris trailerable, Tripp designed, f/g European rugged cruising cutter, 26' LOD, 30' LOA, extensive refit '84, new spars, rigging, interior, electrical instruments, Imron paint, Honda 10 hp o.b., 4 sails, Wellcon bowsprit, trailer: \$11,500/offer. 26-ft Cheoy Lee f/g ocean worthy Frisco Flyer MKIII. New rebuilt Volvo diesel, refastened teak decks, 4 sails. \$12,950/B.O. 48-ft classic M.Y., 2 staterooms, new paint & canvas, great liveaboard, twin Chryslers. \$17,000/B.O. Yanmar 10 hp diesel: \$690. Call (415) 331-4535, leave message. 92-lb Gloucester Gull Dory, spoon oars: \$650. Roy.</p>	<p>TRADE: 1958 AUSTIN HEALY 'BUGEYE' SPRITE For small sailboat: Thistle, FD, 505, Swan 431, etc. Must have trailer (except Swan) and able to fly spinnaker. Car has no brakes, otherwise in pretty good shape. After 6 p.m. (415) 234-9600.</p>
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<p>FOR CHARTER: 29-FT POWERBOAT Call 550-6956 10 a.m. to 5 p.m., Monday through Friday only.</p>		<p>SAILING POSSIBILITIES 23' swing keel sloop: head, propane stove, sleeps 4. Bareboat \$100/day. 38' cutter: Luxurious sailing experiences for individuals, couples, or small groups. Includes a licensed captain and lessons if desired. \$350/day. 10% discount on weekdays. Sausalito. (707) 462-1547.</p>
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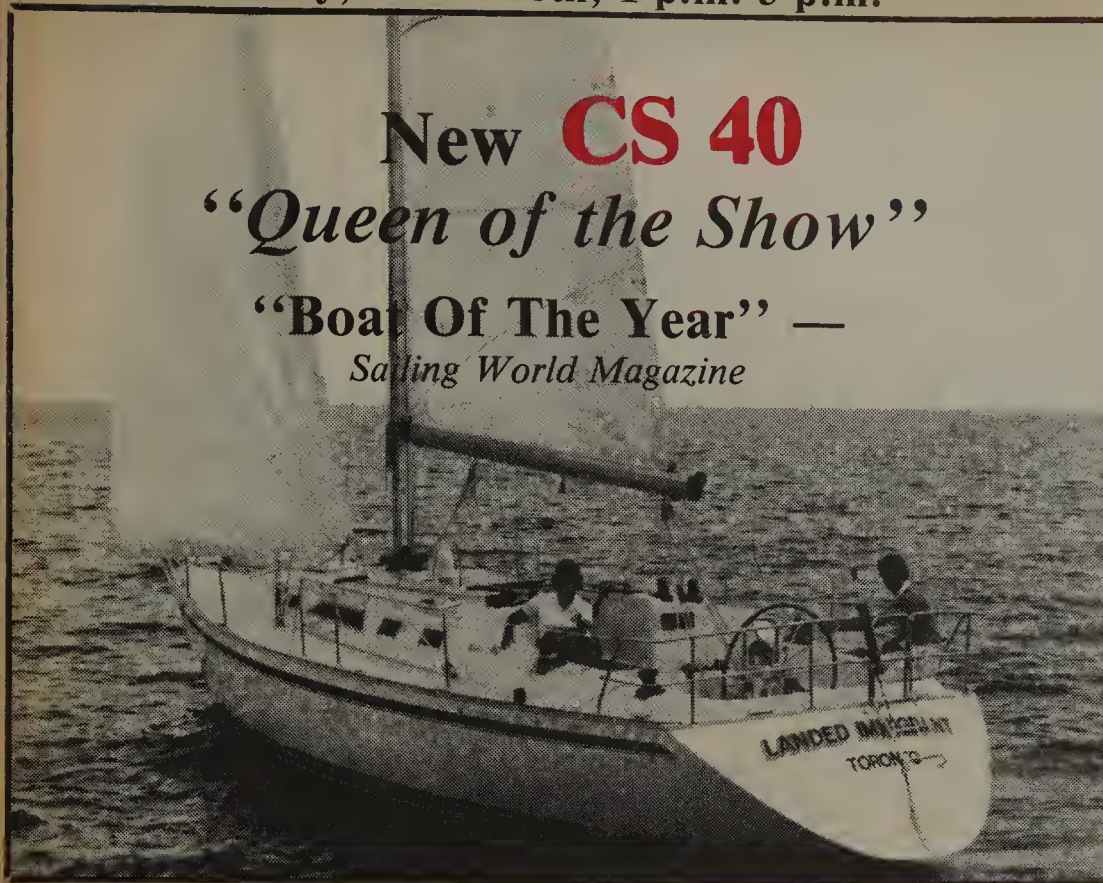
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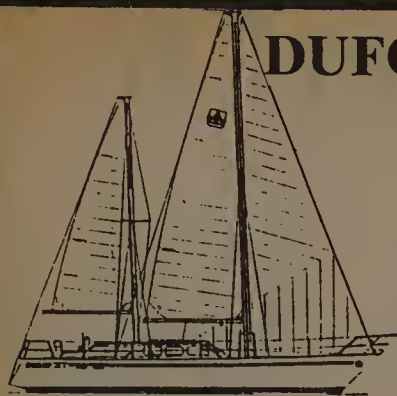
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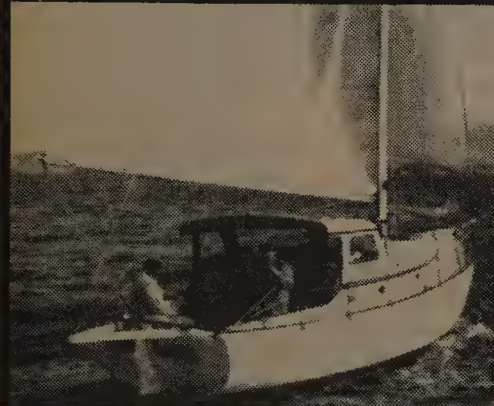
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DUFOUR 12000 CT FOR SALE

45' 1982 World Ocean Cruiser, Hull #47 (last hull manufactured), *Excellent Original Condition*. Inside & Outside Steering, Spacious Salon, 3 Dbl Cabins, 2 Heads/Shwrs, 85 hp Perkins, '86 Electronics: SatNav, SSB, Radar, Autohelm, VHF, ADF, Ham, EPIRBS, Depth/Wind, Etc., 2 Dinghies & Motor — 6 Man Raft, USCG Safety Approval Doc. #686046, Panama Canal Survey Certified.

Yacht "San Souci"
Ala Wai Yacht Harbor, Slip 756
Asking \$255,000
(808) 329-2261 Kailua-Kona HI



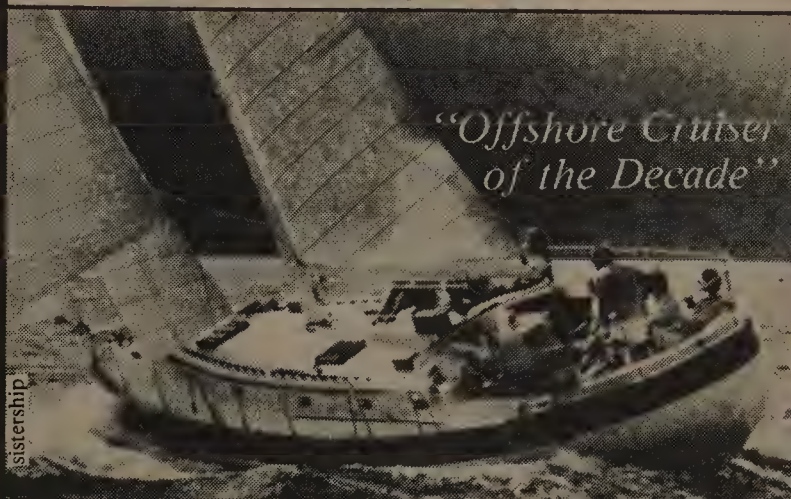
33' ALDEN TRAVELER M/S

Cruise or live aboard this well cared for cutter. Surprisingly roomy cabin, huge cockpit, 2 steering stations, one enclosed in hard doger.

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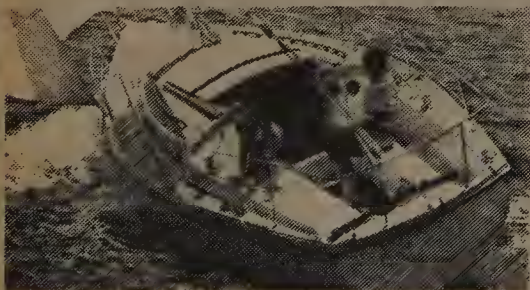
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18' CAPE DORY, '79/80.....	\$5,900
20' YANGLING, '84, t/r.....	6,500
20' HOLDER, '84, t/r.....	6,500
22' SANTANA.....	4,500



CATALINA 30 Comfortable sloop for the family. \$29,900 sistership

27' CATALINA, '71.....	10,500
28' KINGS CRUISER, '59.....	7,900
29' ERICSON, '76.....	28,500



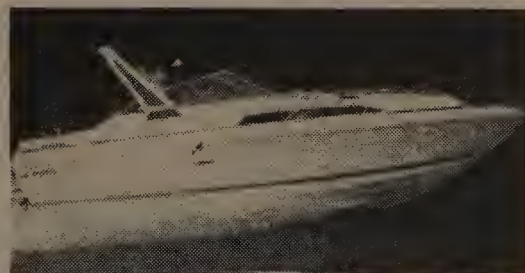
WORTH 40 New demonstrator model. \$120,000

30' NEWPORT, '78.....	32,900
30' CATALINA, '80.....	29,900
30' MEGA, '79.....	13,500
39' CAVALIER, '85.....	115,000
40' WORTH, '85.....	120,000

41' ERICSON, '68.....	59,900
-----------------------	--------

POWER BOATS

18' SEARAY, '78, t/r.....	10,500
20' SEARAY, '78, t/r.....	10,900
20' CORRECT CRAFT I/b, t/r.....	6,500
24' GLSPLY HT, '81, T-140.....	12,500
29' FIBERFORM SDB, '79 T-OMC 185.....	26,500
26' FARALLON FISHERMAN, i/b, '81, 1/5.....	29,900
27' SEARAY, T-170, '82.....	37,500
39' SEARAY EC, '85, T-330.....	135,000



27' SEARAY Loaded and ready to go! \$37,500 sistership

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MARINE CENTER YACHT SALES

Located At San Leandro Marine Center, San Leandro

GO TROPPO WITH *BIG O*



It makes no difference if it's your first or fifth Caribbean charter, *Latitude 38 Adventure Charters* can put together a custom package for you.

Your first time? We recommend a 7-day charter covering the length of the protected waters of the American and British Virgins. Board *Big O* at Red Hook on St. Thomas, then cruise to the beautiful coves of St. John, Great Harbor on Jost Van Dyke, Norman and Cooper Islands — and our particular favorites, Virgin Gorda's Spanishtown and North Sound's Bitter End YC. We'll show you where to boardsail, snorkel and explore. We'll also show you what a thrill is it to drive a 71-footer to weather.

As always, there'll be no need for you to do any galley-slaving, standing of anchor watches, rigging of sailboards, or anything like that. Our three-person professional crew is there to assure you that your vacation will be the most adventurous — and restful — you've ever had.

Already done the Virgins and looking for something more adventurous? Try our seven islands

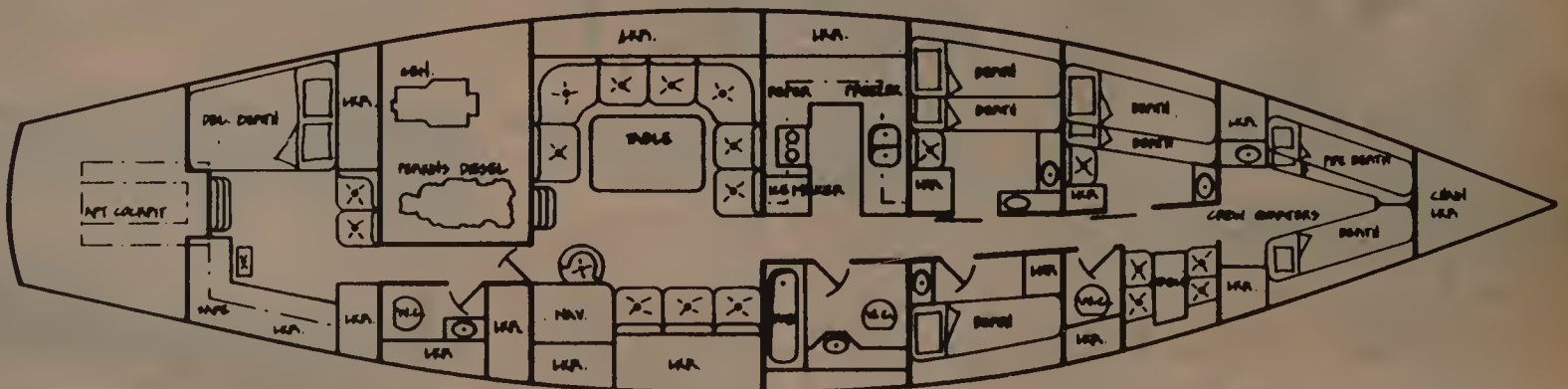
in seven days — they're close together — Caribbean special. You fly into St. Martin, have French oysters at the Cafe de Paris in boat-lined Port Royal, then spend the night aboard at Marigot Bay. The second day you reach eight miles over to Tintamarre for an afternoon swim, then continue on 15 miles farther to beautiful St. Barts. After the best mussels you've ever tasted at La Marine, you'll want a day to explore this gem of the Caribbean by motorscooter. The fourth day you sail 25 miles downwind to 'the eel', Anguilla. If you don't hit ten knots on the smooth water reach behind the island, the rum's on us. The fifth day — or better yet, night — is a 90-mile broadreach to Spanishtown on Virgin Gorda. Night sailing in the Caribbean is as good as it gets. The sixth day you sail downwind to the lovely anchorages of St. John in the American Virgins. The seventh day you sail to Red Hook on St. Thomas, where you fly out the next morning.

Even though it's an ambitious itinerary, there's still plenty of time to relax on the beach, dive, board-sail and explore. For those with the time and inclination, it makes an even better two week charter.

For *Latitude 38* readers, a six-person charter on *Big O* is \$5,000 a week. This includes the boat, the crew, food and rum, fuel, two sailboards, two outboard-powered dinghies, snorkel equipment and other goodies. There is no security deposit. Similar charters on other Ocean 71's can run as much as \$7,500. Lloyds now insures the boat for eight paying passengers; call for details and prices.

Designed for chartering, *Big O* is spacious. Each cabin — including the separate crew's quarters — closes off from the rest of the boat. There are three heads, one with a bath and shower. There's an additional topside shower. There are two salons, one 11 x 14 feet. The two cockpits are big, and can easily accommodate 16 people.

If you're willing to invest a little more to get a lot more out of your Caribbean charter, go *Big O*!



Latitude 38 Adventure Charters

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Sail Away!

Mariner 32

Ketch

A solidly built, proven cruiser with romantic appeal. Teak deck, mahogany cabin, fiberglass hull. Full custom boat cover for minimal maintenance. Sail inventory includes mizzen, main, jib, genoa, lapper, and mizzen staysail. Rigged for easy single-handing. 10' beam, 36' LOA, berths for 6, day-sail with a dozen adults. Reliable Perkins four-cylinder diesel with 60 gallons fuel, Lat/Lon LORAN, autopilot, depth-sounder, knotmeter, VHF, manual and automatic bilge pumps, stereo, inflatable, sextant, everything you need to sail away today! For sale by owner... must part with this well-maintained beauty for personal reasons. Priced under market at \$33,500; open to lease/option or creative deal. Call for more information.

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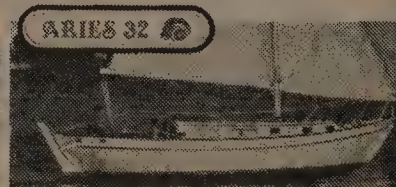
GULFSTAR 50

Quality cruise-equipped, f/g & teak. Perkins, Onan 7.5 kw, ap, Loran, VHF & ADF. Boat and equipment in perfect condition. Owner transferred, must sell. Try \$105,000.



FALMOUTH CUTTER

1980. By Lyle Hess; dsl, Barient winches, all quality equipment. Asking \$22,000.



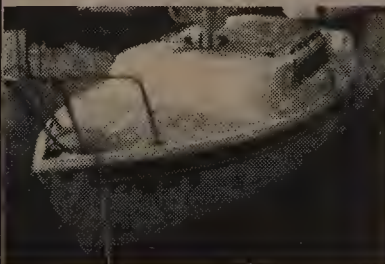
ARIES 32

32' ARIES. A quality proven cruiser, 4 cyl dsl, well-equipped. Owner has another boat and wants an offer.

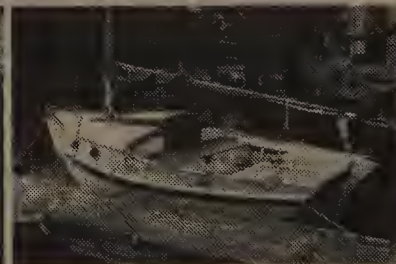


43' GRAN MARINER

Tri-cabin, just refurbished inside and out. Full galley, shower, air and heat, 6.5 kw generator, twins w/V drives. Owner has another boat and must sell!



23' AQUARIUS. 1974 with swing keel, pulpits and lifelines. 6 hp ob, new bottom paint. Only asking \$3,000.



GAFF CLASSIC. 1942. Rebuilt in 1982. Great Bay sailor.



50' STEPHENS MOTORYACHT

1964. Twin diesel, 15 kw generator, fully equipped liveaboard. \$45,000/offers.

PETER JONES YACHT BROKERAGE

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BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

44' LAFITTE '80. Cutter rigged sloop. Extremely well-equippt and well rigged luxurious cruiser w/many custom features. **\$175,000.**

41' RHODES BOUNTY '60. Pacific vet ready to cruise anywhere. **\$54,000.**

40' CAL. Good equipment, needs new engine. **\$38,900.**

37' SOVEREL '72. Super cruis'g slp. Dsl, vane, SSB, Loran + more. **Inquire.**

36' ISLANDER '74. Wheel, Signet electronics, clean. **Great Price!**

36' YAMAHA '81. (7) sails, hydraulics, whl, electronics. Clean. **\$74,000.**

36' OKOMOTO kch '56. Mahog on oak, bronze fastened, recent refit. **\$29,500.**

36' PEARSON 365 '76. Well maintained ketch w/lots of extras. **\$62,500.**

35' MARINER ketch '66. Mahog on oak, Perkins dsl, recent work. **\$35,000.**

34' COLUMBIA MKII '73. Very clean, lrg interior, S.F. Marina slip. **\$37,500.**

33' MORGAN '68. Recent refit, new diesel and sails. **Inquire.**

33' NOR'WEST. Strongly built, fast, Burns design with nice interior, diesel, wheel, Rover dinghy and more. Ideal world cruiser. **\$49,950.**

32' CRUISING SLOOP '72. Superbly built NZ kauri. Must see! **\$35,000.**

32' STEPHENS SEDAN CRUISER '48. Very cozy mahog on oak cruiser w/35-ft S.F. marina slip included. **\$16,500.**

30' CORONADO '72. Roomy boat w/extras. Owner will sell all/part. **INQUIRE.**

30' IRWIN CITATION '80. Diesel, refrigeration, roomy. **\$35,500.**

30' ISLANDER MKII '71. Call for a great price!

30' NEWPORT MKII '77. TillerMaster, race rigged, nice! **\$31,000.**

27' CAL '73. Well equipped racer/cruiser. Autohelm, dink plus more! **\$14,000.**

27' ERICSON '74. Clean with possible S.F. marina berth. **Inquire.**

27' NEWPORT 27S '77. Very clean. Depth, VHF, 6 sails, dsl + more. **\$15,500.**

27' SANTANA '67. O.B., 6 sails, autopilot, etc. Honda. **Good deal.**

27' VEGA '73. Clean pocket cruiser w/dsl, dodger, cabin heater, etc. **Inquire.**

27' SANTA CRUZ '75. Well equipped ultralight. **Fast! Inquire.**

26' CHRYSLER '78. Large trailerable boat with o.b. **\$10,950.**

25' CAL 2-25 '77. Buy this boat! **Inquire.**

24' NIGHTENGAL '74. Great well-equipped little racer/cruiser. **INQUIRE.**

24' NORTHSTAR-FARR 727 '76. Go fast with seven sails, headfoil, Barients, etc. **OFFERS.**

20-26 FIBERGLASS SLOOPS. I have a number of boats in this size range.

CALL FOR MANY MORE LISTINGS

SELLERS: If you own any well-built boat in good condition & want an honest and capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration & the inevitable Snafu, please call & list your boat.

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Prindle Cats
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O'Day 192
O'Day 222
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Prindle 15, 16, 18, 19

O'DAY 272 — Just Arrived!

The quality sailboat at a very affordable price.

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TRAILERABLES

15'	Coronado	'72	m j	1,795
16'	Neptune	'79	m j o.b.	2,795
18'	Windrose 5.5	'81	m j o.b.	4,395
20'	Santana	'80	m j g Sp o.b.	6,800
22'	J-22	Demo '84	m j Sp	11,750
22'	Ranger	'80	m g Sp o.b.	7,995
26'	Cilpper	'73	m j g o.b.	5,500
26'	Trlmaran		m j o.b.	4,000
26'	Colombla	'69	m j g Sp o.b.	9,995
27'	Hunter	'76	m j g 8hp dsl	19,500
27'	Buccanneer	'75	m j g o.b.	14,750
9.3M	Cilpper		m 2j o.b.	16,500

IN THE WATER

29'	Cascade	'62	m j 22hp gas	12,000
30'	Catalina	'75	m j 22hp gas	25,750
30'	Rawson	'74	m 2j g 25hp dsl	32,750
33'	Islander	'69	m j drifter sp 30hp gas	34,500
36'	Islander	'80	m l g 40hp gas	49,500
38'	Downeaster	'75	m j staysl 44hp dsl	75,000

m = main; j = jib; g = genoa; sp = spinnaker; ob = outboard

Gale E. Stockdale

SAUSALITO YACHT SALES

SELECTED BROKERAGE

SAIL

45'	Brewer, 1978, dsl, ctr ckpt ketch, teak interior	\$110,000
44'	CheoyLee Offshore ketch, 1980	\$140,000
42'	Tayana, aft cabin, 1981, diesel heater, lots of toys	\$120,000
41'	Sea Tiger, ketch, blue water cruise and liveaboard	\$79,000
41'	Norwegian-built sloop, bristol condition, dsl, VHF, CB, ham, SatNav, MarineFax, A/P, gen, watermaker & extensive inventory list of extras & spare parts for cruising	\$80,000
40'	CheoyLee Offshore, 1972, Westerbeke diesel, nicely maintained, outfitted to cruise	\$80,000
39'	Cal 39, 1977, Perkins 4-108, spinnaker, 150, 110, Barient S/T 32's, plus plus	\$79,000
37'	Ranger, well maintained, a good bay boat	\$65K/offers
37'	Islander, diesel, cruise potential	\$36,000
36'	Pearson 365, '76, Westerbeke dsl, VHF, AP, Loran, SatNav, log, km, wd, ws, refrig, gd sail inventory, plus plus	Asking \$70,000
36'	Islander 36	(3) from \$50,000
35'	Ericson, 1972, new diesel, popular bay sailor	\$35,000
35'	Custom Steel sloop, Pilothouse	\$55,000/Offers
32'	Fuji ketch, 1976, Pisces diesel	\$47,500/Offers
32'	Aries 32, Cruising jewels — several available	from \$34,500
30'	Catalina, '78, Atomic 4, roller furler, good equipment	\$30,000
30'	Lancer, 1977, diesel, good sail inventory	\$28,500/Offers
29'	Bristol, 1968 sloop	\$20,000/Offers
28'	Islander, 1982, dsl, cruising spinnaker, 2 jibs, good equipment list, cruise or race	\$27,900
28'	Islander, 1975, Volvo diesel	\$30,000
27'	Cal 2-27, 1976, diesel	\$25,500/Offers

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ARIES 32



The Aries 32 is a fiberglass version of a wooden classic. The traditional style round bottom, double ended hull is constructed of rugged, hand-laid fiberglass.

Standard equipment includes aluminum spars, lifelines, bow & stern pulpits, & sail covers. Stainless steel watertank. The interior is beautifully finished in teak. A Westerbeke 4 cylinder diesel furnishes a powerful "iron wind" when needed.

The Aries traditional deck & cabin layout reflects the combined experience of many demanding yachtsmen. With 34 Aries cruisers delivered on San Francisco Bay, there's established a solid reputation for owner satisfaction & resale value. Let us show you why . . . Available for inspection at our dock. **\$58,900.00..Now With Lead Ballast!**

SAUSALITO YACHT SALES

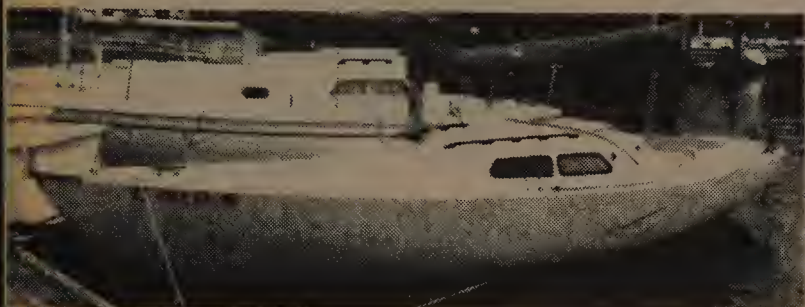
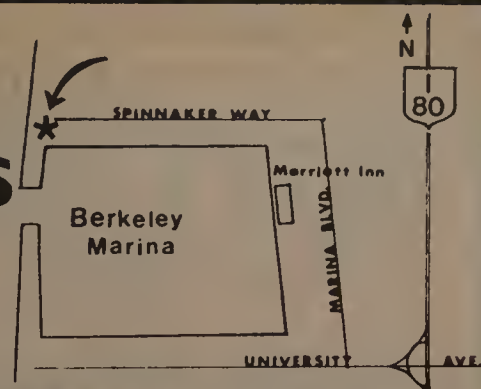


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CHOOSE FROM OVER 200 IN OUR POWER & SAIL LISTINGS



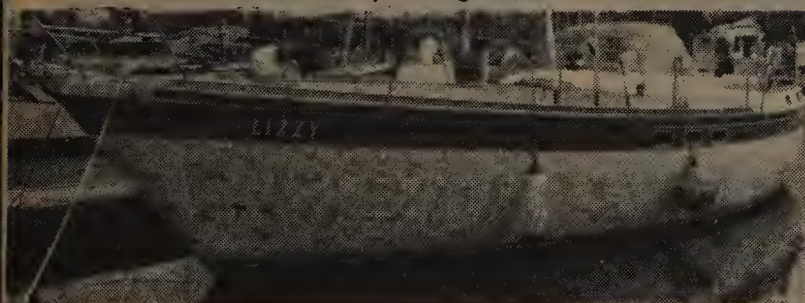
26' INTERNATIONAL FOLKBOAT, 1970. An exceptionally bristol yacht, above and below decks. Diesel, Berkeley berth. Asking \$14,000.



36' ISLANDER SLOOP, 1976. Excellent condition. Asking \$59,500.



32' DOWNEASTER CUTTER, 1976. Shows great; Sausalito berth, recent survey. Asking \$54,000.



43' NAUTOR SWAN, 1978. You must see this world-class beauty! Asking \$142,000.

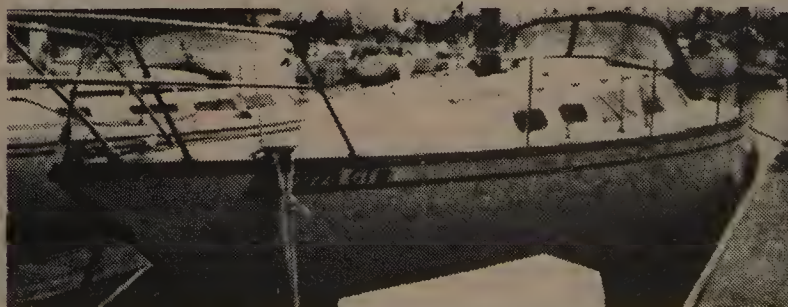


40' OCEAN (11.9) METERS, 1983. New Zealand built, cruise equipped. Furling jib & main. Radar, SatNav, gen., dinghy, etc. Asking \$130,000.



41' FORMOSA ketch, 1972. Glass, bristol ocean vet, diesel, aluminum spars, beamy liveboard. Asking \$79,000.

LOA	Design	Asking
24'	J/24, 1981. Excellent condition. Six sails.	10,000
25'	Catalina & trailer, 1977. Shallow draft.	13,900
25'	Nordic Folkboat, 1960. Beauty, new canvas.	6,000
25'	Merit, 1983. Trailer, six sails, very clean.	18,500
26'	Nor'Sea Motorsailer, 1980. Diesel, commercial license.	35,000
27'	Coronado, 1972 Sausalito berth.	13,000
27'	Ericson, 1972. Clean. Berkeley berth.	14,500
27'	Express, 1982. Trailer, eight sails, excellent shape.	29,000
27'	O'Day, 1973. Atomic 4, five sails, raft.	12,900
27'	Vega, 1971. Rugged Swede, clean, inboard.	16,500
27'	Watkins sloop, 1980. Wheel, diesel.	29,500
28'	Islander, 1975. Bristol.	30,000
29'	Coronado, 1972. Race equipped, very clean.	22,500
30'	Catalina, 1981. Wheel, diesel; clean.	30,000
30'	Lancer MkIV, 1979. Wheel, diesel, exceptional.	23,000
30'	Pearson 303, 1983. Diesel, wheel.	49,000
32'	Double-ended Tahiti cutter, 1978. By Dreadnaught.	52,000
32'	Ericson, 1969.	28,000
33'	Hunter, 1977. Many extras. Bristol.	34,000
34'	Chinook sloop, 1960. F/G, dsl. Berkeley berth.	25,000
35'	Auxiliary Garden cutter, 1975.	55,000
36'	Cheyoy Lee, 1976. Center cockpit, diesel.	75,000
36'	Gaff ketch, '75. (Ferro). Mercedes dsl, exclnt cond.	32,000
36'	Islander sloop, 1980	66,000
36'	Pearson 365, 1977. Very clean, (5) sails.	65,000
37'	Gulfstar sloop, 1978.	79,000
37'	Herreshoff ketch, 1967. Great shape!	37,500
37'	Hunter cutter, 1984. Top shape.	72,000
37'	Soverel ketch, 1972. Fiberglass, well equipped.	46,500
38'	Alajuela cutter, 1978.	79,000
39'	Freya cutter, 1980. Nine sails, full electronics.	105,000
39'	Landfall cutter, 1979. Dual helms.	80,000
41'	Cheyoy Lee ketch, 1979.	95,000
41'	Newport Sloop, 1983. Like new.	\$92,000
42'	Westsail cutter, 1981. One of the finest.	120,000
44'	Friendship sloop, 1964. Diesel, gaff rig.	35,000
45'	Lancer M/S, 1983. Twin diesels. Like new.	159,000
46'	Kettenberg, '48. Beautiful classic. Berkeley berth.	35,000
48'	Steel M/S, 1981. S.F. Marina berth, CG charter.	230,000
50'	Staysail ketch, 1971. Ferro., great liveboard.	65,000
60'	Gaff cutter, 1911. Fully restored classic.	150,000



36' S-2 (11 Meter) Sloop, 1980. A performance racer/cruiser providing comfortable liveboard space as well. Asking \$67,000.

REPO HOTLINE

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Size	Manufacturer	Year	Description/Comments	Value	High Bid
POWERBOATS					
16'	Ebko	'84	open bow, 170 V6 OMC, stereo	9,500	3,500
19'	Ebko	'84	cuddy, 185 V6 Merc, trlr, convos	12,500	7,500
19'	Eliminator	'85	ski, 454 Chevy, Berk. jet, trlr	16,500	
19'	Melhart Success	'86	open, 185 V6 Merc, trlr, mare	18,000	10,300
23'	Broodwater	'74	Spartcruiser, 225 Chrys. flybridge	32,500	
33'	Corver Monterey	'85	Sportcruiser, twin 270 Crusaders	58,500	
34'	Wellcroft	'85	Gran Sport, twin 340 Merc	96,000	60,000
38'	Huckins	'47	Sportcruiser, twin Chrys. hemi 421	20,000	3,000
SAILBOATS					
25'	Santono 525	'80	5 sails, speedo, head	12,000	7,000
29'	Ronger	'72	14 sails, full electr, hyd. backstay	26,500	12,000
30'	Catalina	'82	Main/jib, Atomic 4, VHF, speedo	34,000	20,000
30'	Clipper Marine	'75	Main/jib, 10 Chrys. ab, DS	12,000	
30'	U.S. Yachts	'82	Moin, 13 Valvo dsl, 110, whl	32,500	19,000
37'	Ranger	'74	8 sails, Atomic 4, new paint	37,500	20,000
39'	Saverel cstm	'80	IOR race machine! Taa much stuff!	65,000	25,000
41'	Islander Freepart	'76	4 sails, 100 Chrys dsl, liveaboard	99,000	65,000

PLEASE CALL TO OBTAIN THE LATEST RELEASES AND CURRENT BIDS FOR OUR POWER, SAIL, & HOUSEBOAT LISTINGS. TO BE PUT ONTO OUR MONTHLY MAILING LIST, COMPLETE THE FORM BELOW & SEND TO:

REPO HOTLINE, 2415 Mariner Square Dr., Alameda, CA 94501

Name: _____

Address: _____

Phone: (h) () () (w) () ()

I am interested in: Power ☐ Sail ☐ Price range _____

Length: (20'-25', 25'-30', etc.) _____

Type: (Fish/Ski, Cruise/Race, etc.) _____

SAN FRANCISCO BAY BOAT BROKERS

SAUSALITO, CA (415) 332-8794

22'	Santana	2 available	'69, '79	frm	5,000.00
23'	Ranger		1972		10,500.00
26'	Columbia MKI		1964		7,000.00
27'	Catalina	2 available	'71, '78	frm	16,500.00
27'	Vega Sloop		1972		22,000.00
27'	Santana		1968		12,500.00
29'	Cal 2-29		1975		27,900.00
31'	Offshore 31 Ketch	2 available	1972	frm	30,000.00
31'	Mariner 31 Ketch		1971		30,000.00
32'	Center Cockpit Ketch		1982		19,000.00
32'	Traveller	2 available	'77, '79	frm	49,500.00
32'	Islander		1978		30,000.00
34'	Cal 34	2 available	'68, '69	frm	32,000.00
36'	Islander		1976		51,000.00
38'	Bristol 38 Sloop		1968		43,500.00
39'	Cal 39		1977		79,000.00
39'	Freya 39		1980		105,000.00
39'	Oceans 11.9 MS		1983		130,000.00
40'	Hinckley Bermuda 40 Yawl		1963		89,000.00
40'	Farr 40 "SAGACIOUS"		1984		125,000.00
40'	Cheoy Lee Midshipman Ketch		1975		90,000.00
41'	King's Legend Cruiser		1985		105,000.00
41'	Freeport Islander	2 available	'76, '77	frm	108,000.00
42'	Pearson 424 Ketch		1980		125,000.00
45'	Garden Porpoise Ketch		1977		145,000.00
28'	Hallberg P-28		1958		9,000.00
32'	Tumlare Sloop		1948		29,000.00
35'	Garden Aux. Cruising Cutter		1979		55,000.00
35'	Cheoy Lee "Lion" Sloop		1956		38,000.00
40'	Sparkman & Stephens Aux. Yawl		1960		57,000.00
40'	Kettenburg K-40		1964		29,000.00
40'	Concordia Yawl		1957		75,000.00
28'	Classic Cabin Cruiser		1948		12,000.00
34'	Chris Craft Sedan				29,000.00
34'	Fairliner 340		1966		22,800.00
38'	Hunter Express Cruiser		1960		38,000.00

"... THERE IS NOTHING — ABSOLUTELY NOTHING —
HALF SO MUCH WORTH DOING AS SIMPLY MESSING ABOUT IN BOATS."

MILANO YACHTS

GREAT STARTER BOATS

★22' McGreagor	\$ 5,000	★26' Ranger	14,000
★22' Santana	2 frm 5,250	★27' Coronado	2 frm 8,500
★23' Ericson	9,950	★27' Buccaneer	12,500
★24' Windward Sloop	6,000	27' Cal 2-27	2 frm 16,500
24' Yankee Dolphon	12,500	★27' Ericson	17,900
★25' Bahama	10,500	27' Sun	23,500
25' Pacific Seacraft	22,000	★28' Newport	2 frm 20,000
★25' Cal 2-25	23,000	28' Islander	30,000
★26' Dawson	18,000	★28' Islander	34,500
★26' Islander	23,500	29' Columbia	18,000
★26' Columbia Mk II	2 fm 8,000	30' Coronado	22,500
26' Int. Folkboat	13,950	★30' Cal 2-30	22,000
★26' Excalibur	8,000	★30' Seidelmann	28,500
★26' Pearson	9,000	30' Islander Mk II	28,000

CLUB RACERS — COASTAL CRUISERS

★25' Yamaha	\$15,900	★30' Islander Bahama	39,500
★27' Dufour 2800	30,000	30' Ericson	27,000
★30' Palmer Johnson	31,500	★31' Pearson	34,000
30' Newport 30 II	31,000	★31' Columbia 9.6	30,000
★30' Tartan	29,500	★32' Ericson	27,500

C & C'S GALORE — RACE OR CRUISE

26' C & C	\$29,000	★34' C & C	59,500
★27' G & C	25,000	35' C & C Mk I	39,500
30' C & C	38,950	35' C & C Mk II	58,500
30' C & C ½ Ton	29,750	★36' C & C	69,000
30' C & C ½ Ton	22,500	★40' C & C	2 frm 110,000

BRISTOL — BRISTOLS

★30' Bristol 29.9	\$37,000	★35' Bristol 35.5	2 frm 63,000
★32' Bristol	37,000		

EXHILARATING HIGH PERFORMANCE — RACE READY

24' Wylie Nightengale	\$ 9,500	30' Custom ULDB	23,000
★24' Farr 727	8,500	30' Pearson Flyer	38,500
24' Moore	16,000	★30' J-30	38,750
★27' Santa Cruz	14,000	★33' Peterson "Stuff"	33,500
★27' Contest	17,950	★33' Peterson "Flyer"	43,950
28' Mair Custom	18,500	★34' Dash	38,500
★29' Buccaneer 295	2 frm 27,500	34' Wylie	2 frm 49,500
★30' Olson	24,000	36' Peterson	65,000
		55' Swede	121,000

GREAT BAY BOATS

33' Kalik	49,975	34' North Coast	46,500
43' Hunter	49,950	37' Esprit	69,500
★34' Columbia	39,000		

LIVEBOARDS — EXPERIENCED OFF-SHORE CRUISERS

★30' Willard 8-Ton	\$49,500	★39' Cal Corinthian	72,000
31' Mariah	62,000	★41' Cheoy Lee	99,500
32' Marieholm	38,000	★43' Kettenburg	62,000
32' Westsail	62,500	43' Amphitrite	149,000
★33' Freedom	79,000	44' Norseman 447	210,000
★37' Rafiki	67,500	45' Explorer	137,500
37' Custom Schooner	78,000	★46' Formosa	99,500
38' Morgan 382	69,000	46' Morgan Ketch	150,000
38' Downeast	79,000	47' Perry	129,500
★39' Landfall	69,000	★50' Columbia	2 frm 92,500
★39' Lancer M/S	94,000	54' Perry	245,000

CLASSIC CRUISERS

★23' Bear Boat	\$10,500	★32' Mariner	39,500
★26' Nordic M/S	20,000	38' Alden Challenger	65,000
★30' McGregor	25,000	55' Alden C/B Yawl	90,000
30' Steel Schooner	36,000	★60' Gaff Rigged Cutter	
31' Mariner	33,000	Shown by appt. only 150,000	
★32' Islander	29,500		

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JACK MEAGHER • SALES
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MILANO YACHTS

**DISTINCTIVE NEW &
PRE-OWNED CRUISING YACHTS**



P. J. 30

1972 Palmer Johnson 1/2 ton designed by Sparkman & Stevens. A deisel powered very stiff sailer with a full sail inventory. This roomy 30-footer was designed to race offshore . . . MORA here we come.

\$31,500.



LANDFALL 39 — 1977

If inside steering is your thing, you're dreams are answered! With a full inside steering station, diesel engine and full cruising gear including Monitor wind vane, you are ready to go in comfort. Large interior with aft cabin makes it ideal for the boating family.

\$69,000.



ISLANDER 28 — 1984

Here is the Islander of Islanders! Like new with diesel, wheel, headfoil, spinnaker gear & sail, hydraulics, Datamarine wind instrument, knot/log & depthsounder, H/C pressure with shower, and on and on . . . everything perfect!

\$34,500.

CAPRICORN DANCER — 54' Cutter **Launched June 1986 . . . Just Commissioned**

A Robert Perry design, this superbly constructed vessel has been rigged for the short handed, husband and wife cruising team. All sails can be set and reefed from the safety of the cockpit.

Its four cabin interior with Min. 6'5" headroom is luxuriously appointed in rich satin finished teak and designer fabrics.

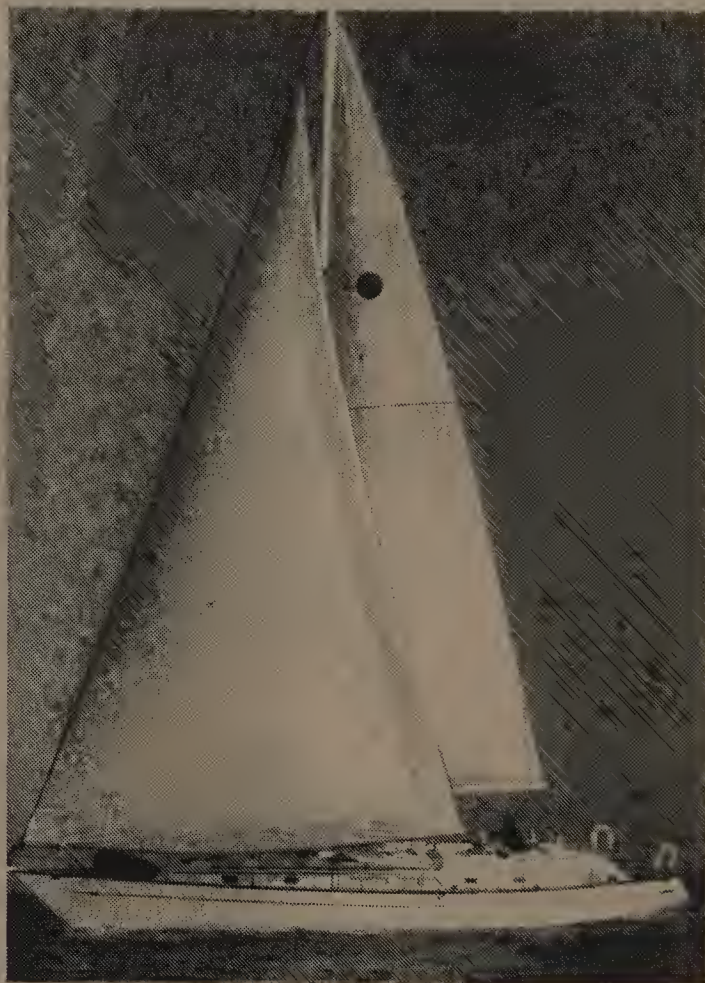
Aft, a large owners' quarters provides a queen size walk-around double with a sailing quarter berth to starboard. The aft cabin is adjoined by a private head with separate shower and laundry facility.

A "U" shaped galley enables easy and convenient food preparation both at sea and while entertaining in port.

Forward, two cabins provide a comfortable double suite and a two berth cabin to starboard with head and shower.

\$245,000.

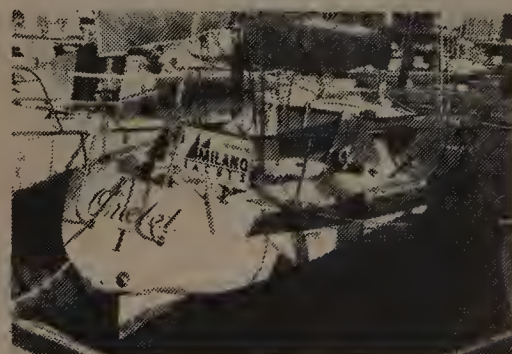
LOA 53'7"
BEAM 15'1"
DRAFT 6'10"



PETERSON 33

Two to choose from. Both set up for racing, one with furniture. Equipment lists are extensive and complete — Lorans included! Excellent ocean boats and very competitive . . . we're talking bags of sails, mylar, Kevlar, Micron 33, etc. So if you're a serious sailor, come & have a look!

2 from \$33,500.



YAMAHA 25 — 1978

Looking for a very well built 25 footer with diesel engine, flexible & comfortable accommodations, low maintenance and still fun to sail? You have found it! She needs some minor cosmetic attention so the owner is willing to listen to serious offers.

\$15,900.



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KERMIT PARKER YACHT BROKERAGE

San Rafael Yacht Harbor 557 Francisco Boulevard,
San Rafael, CA 94901



(415) 456-1860



32' TUMLAREN class sloop (large version). New Volvo dsl, Baltic pine on oak. A beautifully maintained classic, must be seen! **\$24,000.**



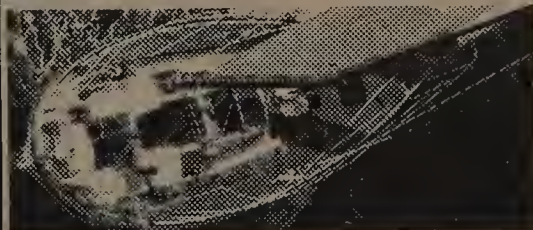
40' SPARKMAN & STEPHENS Mackinac sloop. VHF, DS, RDF, dinghy, 11 bags sails, full cover. Excellent condition. **\$34,500.**



36' OHLSON sloop. Teak decks, Volvo MD23 dsl, 9 bags sails, VHF, DS, RDF, KM, full cover. Well-maintained, ready for cruising or live-aboard. **\$35,000/Offers.**



27' CAL. Johnson 9.9 hp ob, VHF, DS, RDF, AP, dinghy, 8 bags sails, Pop-Top. Set up for single-handing — race or cruise. Has won many trophies. Excellent condition. **\$14,000.**



44' LaFITTE CUTTER

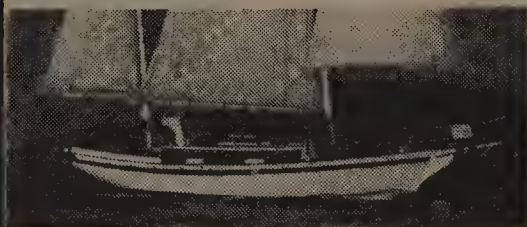
Famous Perry design.
Rod rigging, hydraulic backstay.
Radar, AP, Loran. Fully equipped
for liveaboard or world cruising.

Reduced to \$144,500.

Owner Wants It Sold!



29' C&C 1978. Yanmar diesel. Excellent condition, very clean. Bank repo, must sell. **\$25,000.**



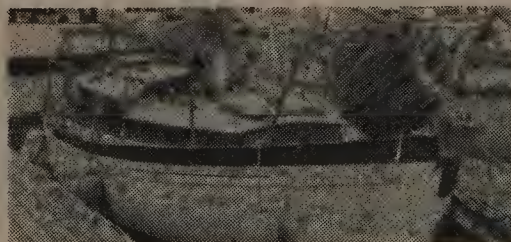
34' WELLS ketch. Teak hull, Perkins 4-107 dsl, 12 bags sails, VHF, DS, RDF, AP, vane. 6'3" headroom, sleeps 6. Excellent condition. Ready to see the world. **\$49,500.**



36' CHRIS CRAFT Flybridge Sportsfisher. Twin screw. Custom mahogany interior. Maintained in excellent condition. **Asking \$24,000.**



37' BANJER F/G Motorsailer '72. Perkins 4-236, VHF, DS, RDF, AP, refer. Comfortable live-aboard/cruiser. Excellent buy. **Reduced to \$64,500.**



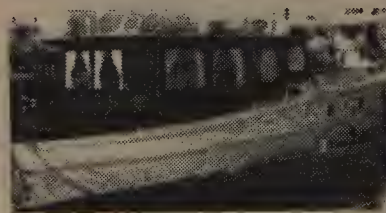
26' VERTUE class teak sloop. Dsl ib, VHF, DS, RDF, windlass. Charming teak interior with full headroom. An excellent example of the class. **Sacrifice at \$19,000/Offers.**



30' MODIFIED H-28. Yanmar dsl new '85, VHF, DS/KM, RDF, AP, full cover. African mahogany interior. **\$26,000.**



23' FORMULA THUNDER-BIRD express cruiser. 1984. 10 FWC, VHF, DS, sleeps 4, 6'3" headroom. Kept out to the water. Excellent condition. **\$22,500.**



40' STEPHENS classic cruiser. Twin screw. VHF, DS, full galley. 90% restored. Owner out of state, must sell. **\$17,500.**



26' STEELCRAFT. V-8 FWC only 165 hrs. VHF, DS, live bait tank. Sleeps 4. Solid cruiser. Original owner. **\$7,500.**

OVER 100 ADDITIONAL LISTINGS • SLIPS AVAILABLE • CALL OR VISIT OUR SALES DOCK TODAY — 9:00 a.m. - 5:00 p.m. 7 days a week
WEST COAST'S CRUISING SPECIALISTS SINCE 1956

\$84,330 FOR AN EXPRESS 34?

WHY: Starting with the introduction of the Express 34 at Annapolis in September and capped by the selection of the 34 as Boat of the Year, a large new group of sailors has joined the Express family.


They responded to the "no-excuses" quality of the boat -the Life Time Warranty, to the superb finish and joiner-work, to the unmatched ease of handling, to the effortless speed, to the excellent resale value. So what makes them different? The don't sail with spinnakers.

WHAT: These sailors didn't require the nine winches, four halyards, offshore spinnaker pole, Harken spinnaker blocks, foreguy, topping lift, hydraulic vang and backstay. They asked the Alsberg Brothers to package all this gear into a "performance sailing" option and offer the standard boat in the non-spinnaker configuration. Alsberg said yes.

HOW: Simple. If you're a "performance spinnaker sailor", the performance option includes all the first class gear you've always seen on the Expresses. If you want to kick back and cruise the Boat of the Year, the simplified Express 34 is the boat for you.

WHEN: Now! Call us for detailed specifications and for your appointment to inspect the Express 34.

EXCLUSIVE CALIFORNIA DEALERS FOR EXPRESS YACHTS

CORLETT  **BLASIER**

2415 Mariner Square Drive, Alameda, CA 94501
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City Yachts

San Francisco's Yacht Broker since 1969

32' VALIANT Bob Perry design. Sturdy cruising boat used very little. In excellent condition, recent epoxy bottom job, seller will consider a smaller boat in trade or property. Asking \$62,000.

30' OLSON The ultimate giggle machine at a super silly price! Being sold by a non-profit organization at a price so low we can't even publish it. Now's your chance to steal a boat but don't delay or someone else will be doing the laughing.

28' SAN JUAN One of the best we've seen. Diesel, full electronics. 5 sails including spinnaker, new epoxy bottom job, loaded with extras. Great San Francisco berth included. Call today for special price.

36' ISLANDER Impeccable through out, honestly! 1979 model w/diesel, dodger, wheel, furling system, reefer/freezer, stereo. Available with a choice S.F. Berth. If you are tired of junk come see this one. Asking only \$62,500.

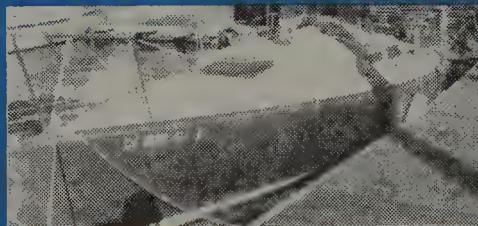
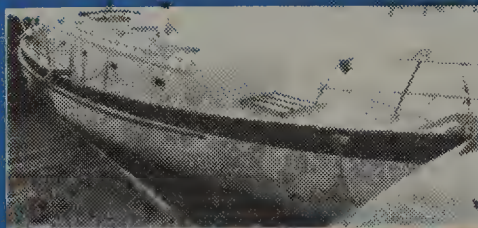
42' GRAND BANKS 1978 Model. Bristol thruout, Radar, Auto Pilot, Wetbar/ice-maker, Microwave, Generator, heat/air and much more. A fine cruising boat that is absolutely the cleanest and best equipped 42 on the market. Asking only \$158,500.

SAIL

38' HANS CHRISTIAN	115,000
38' CATALINA SLOOP	79,900
39' CAL CORINTHIAN	89,000
39' ROGERS	99,500
39' CAVALIER (New)	115,000
40' X-1 TON SLOOP	95,000
40' MORGAN KETCH	70,000
40' NORDIC	160,000
40' GULFSTAR	84,995
40' PEARSON	105,000
40' CLASSIC SLOOP	36,500
41' NELSON/MAREK	90,000
41' ISLANDER FREEPORT	95,000
42' WESTSAIL CUTTER	105,000 *
43' FARR "EQUITY"	220,000
43' AMPHITRITE	149,000
43' ALDEN SCHOONER	95,000
44' PETERSON	125,000
47' S & S CUSTOM	65,000
48' PILOT HOUSE KETCH	275,000 *
50' GULFSTAR	120,000
50' SANTA CRUZ	169,000
55' KETCH BY SCHOCK	149,000
101' NEVINS	300,000

Plus Many Others

* San Francisco Berth Included



53' HATTERAS Extended Deck, 1984 Model. The ultimate in luxury and quality. Three staterooms. Extensive inventory that includes radar, weatherfax, autopilot, loran, heat/air, whaler, the list goes on! This immaculate, better than new, yacht is available with a San Francisco berth adjacent to the St. Francis YC. Priced very attractively, call us today.

39' FREYA Veteran of Hawaii & Pac. Northwest cruises, WV, WL, autopilot, dinghy, dodger. Incredible buy at \$79,500 makes this the best buy on the West Coast. Don't let this one get away!

47' SPARKMAN & STEPHENS. Beauty and old world craftsmanship best describe this classic. Veteran of 8 trips to Mexico. Very nice condition thruout. Substantial sail and electronic inventory. Hurry, won't last long at \$85,000.

38' ERICSON Sloop Furling system, 2 anchors, VHF, loran autopilot, refer, etc. Comfortable family cruiser with all the amenities for spending extended periods on board. Available at a very attractive price of \$89,500.

40' PETERSON Handsome and sturdy racer/cruiser. Unbelievable inventory! 14 sails, SSB, Trimble, Fax, Sat Nav, Autopilot, microwave, and lots more. Comfortable interior with interior with aft cabin and huge navigation station. Priced very competitively at \$85,000.

30' VEGA Built by Willard Boat Works. Charming heavy duty motorsailer in bristol condition thruout. Hefty Perkins 50 hp dsl, 2 helm stations, TV, stereo, recent epoxy bottom. Seller asking \$35,000 but make offer. Three boat owner says "get rid of the damn thing".

POWER

21' STARFIRE	25,000
25' SKIPJACK	16,800
30' CLASSIC FAIRCHILD	49,950
33' PACEMAKER	15,000
34' RIVA	125,000
35' VIKING CONVERTIBLE	104,000
38' GRAND BANKS . 2 from	47,500
38' UNIFLITE SPORT	58,950
42' GRAND BANKS	158,500
42' HATTERAS LRC	169,000
43' HATTERAS MY . 2 from	169,000
43' DEFEVER MY	139,975
43' STEPHEN TRI-CABIN	39,995
44' PACIFICA SF	240,000 *
44' PACEMAKER SF	149,000
50' OCEAN	250,000
53' HATTERAS MY	565,000 *
55' STEPHENS CRUISER	150,000
57' DAYTONA YF	309,500
58' HATTERAS MY	285,000
58' HATTERAS YF	395,000
63' FLYBRIDGE MY	290,000

Plus Many Others

* San Francisco Berth Included

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